FERENCE

JUL 20 '49

PART II
Section 2

FEDERAL REGISTER

VOLUME 14 NUMBER 136

Washington, Saturday, July 16, 1949

TITLE 14—CIVIL AVIATION

Chapter II—Civil Aeronautics Administration, Department of Commerce

Part
405 Procedure of the Civil Aeronautics Administration.
406 Rules of practice governing proceedings to alter, amend, or modify certificates.
407 Seizure of aircraft.
450 Inter-American aviation training grants.
501 Aircraft registration certificates.
502 Dealers' aircraft registration certificates.
503 Recordation of aircraft ownership.
504 Recordation of encumbrances against specifically identified aircraft engines.
505 Recordation of encumbrances against aircraft engines, propellers, appliances, or spare parts.
550 Federal aid to public agencies for development of public airports.
555 Acquisition by public agencies for public airport purposes of lands owned or controlled by the United States.
560 Reimbursement for damage to public airports by Federal agencies.
570 General regulations of Washington National Airport.
571 Aeronautical rules for the Washington National Airport.
600 Designation of civil airways.
601 Designation of control areas, control zones, and reporting points.
609 Standard instrument approach procedure.
610 IFR altitude minimums.
625 Notice of construction or alteration.
635 Reproduction and dissemination of current examination materials.

Part II of this issue is divided into two sections. Section 1 contains Chapter I, Parts 1–302, of Title 14, and Section 2 contains Chapter II, Parts 405–635.

PART 405—PROCEDURE OF THE CIVIL AERONAUTICS ADMINISTRATION

SUBPART A—GENERAL PROVISIONS

Sec.
405.1 General.
405.2 Forms and other documents.

SUBPART B—REGULATIONS AND INTERPRETATIONS

405.11 Regulations of the Administrator.
405.12 Safety regulation releases and manuals.
405.13 Petitions and informal appearances.

SUBPART C—ENFORCEMENT PROCEDURE

405.21 Violations of Titles V and VI of the Civil Aeronautics Act of 1938.
405.22 Denial of safety certificates.
405.23 Emergency suspensions.

SUBPART D—ISSUANCE OF CERTIFICATES

Sec.
405.30 General.
405.31 Aircraft certificates.
405.32 Airman certificates.
405.33 Medical certificates.
405.34 Air carrier operating certificates.
405.35 Air agency certificates.
405.36 Air navigation facility certificates.
405.37 Designation of representatives of the Civil Aeronautics Administration.
405.38 Flight Plan and Control Record (Form ACA 398).

SUBPART E—RECORDATION OF CONVEYANCES

405.51 Recordation of aircraft ownership.
405.52 Recordation of encumbrances against specifically identified aircraft engines.
405.53 Recordation of encumbrances against aircraft engines, propellers, appliances, or spare parts maintained by or on behalf of certificated air carriers.

AUTHORITY: §§ 405.1 to 405.53 issued under secs. 205 (a), 308, 52 Stat. 984, 986; 49 U. S. C. 425 (a), 458.

SOURCE: §§ 405.1 to 405.53 appear at 11 F. R. 177A-319, except as noted following sections affected. Redesignated by Amendment 1, 13 F. R. 3047.

SUBPART A—GENERAL PROVISIONS

§ 405.1 *General.* Under Reorganization Plans III and IV of 1940 (54 Stat. 1233, 1235, 1236), certain functions of the Civil Aeronautics Act of 1938 (52 Stat. 977, as amended; 49 U. S. C. 401 et seq.), are performed by the Civil Aeronautics Board, while others are performed by the Civil Aeronautics Administration. Accordingly, persons desiring information with respect to the procedure, or the general course and method for the discharge of a particular function pertaining to civil aviation should also consult the rules and regulations of the Civil Aeronautics Board (Chapter I of this title).

§ 405.2 *Forms and other documents.* Forms and other documents prescribed in this part which contain references to specific units of organization shall not be affected by any changes in the titles of the units. Such forms or documents shall continue in use until they have been superseded or revoked.

[13 F. R. 3016]

SUBPART B—REGULATIONS AND INTERPRETATIONS

§ 405.11 *Regulations of the Administrator.* (a) Regulations of the Administrator of Civil Aeronautics are prepared and drafted by the technical offices of the Administration and submitted to the Administrator for final adoption and promulgation. Such regulations may result from recommendations from the industry or research and experimentation of the technical offices of the Administration. The Administration may, prior to the adoption of a regulation, issue a draft of the proposed regulation to the industry requesting its views and comments respecting the merits of the proposed regulation.

(b) The regulations of the Administrator are set forth in this chapter.

§ 405.12 *Safety regulation releases and manuals.* Safety regulation releases and manuals are prepared and drafted by the Office of Safety Regulation and are issued by the Assistant Administrator for Safety Regulation. These releases and manuals contain informative and explanatory material respecting the pertinent safety provisions of the Civil Air Regulations (Subchapter A of Chapter I of this title). Copies of the releases and manuals are available to all persons concerned and interested in civil aviation. Requests should be addressed to the Civil Aeronautics Administration, Washington 25, D. C.

§ 405.13 *Petitions and informal appearances*—(a) *Petitions.* Any interested person may petition the Civil Aeronautics Administration for the issuance, amendment, or repeal of any rule or regulation of the Administration, except such rules or regulations relating to Administration management or personnel or to public property, loans, grants, benefits, or contracts, by submitting such petition in writing to the Administrator of Civil Aeronautics, Washington 25, D. C. Such petition shall set forth

clearly and concisely (1) the petitioner's interest in the subject matter, (2) the specific action requested, and (3) the purpose of, and the facts claimed to constitute the grounds requiring or justifying such requested action.

(b) *Informal appearances.* Any interested person will be granted an opportunity to make an informal appearance before the proper official of the Civil Aeronautics Administration for the presentation, adjustment, or determination of any issue, request, or controversy before the Administration, or in connection with any function of the Administration, by submitting a request to the Civil Aeronautics Administration, Washington 25, D. C., or to the nearest Regional or District Office.

[11 F. R. 14063]

SUBPART C—ENFORCEMENT PROCEDURE

§ 405.21 *Violations of Titles V and VI of the Civil Aeronautics Act of 1938.* Any violation of the safety provisions of the Civil Aeronautics Act, or the regulations issued thereunder may be reported by any person to a representative of the Civil Aeronautics Administration at any Regional or District office of the Administration. The violation is then investigated by an appropriate representative of the Civil Aeronautics Administration and the results of such investigation, together with all obtainable evidence, are submitted to the Regional Attorney in charge of the area in which the violation occurred. If the violation involved an air carrier or air carrier personnel the report of investigation is submitted directly to the Office of the General Counsel in the Central Office of the Administration. The General Counsel, or the Regional Attorney, as the case may be, then determines the action, if any, which will be taken. Such action may be:

(a) *Letter of reprimand.* A letter of reprimand is sent to the violator, which calls attention to the fact that a violation has occurred and will be taken into consideration in the event of a repetition of any offense by the violator.

(b) *Civil penalty.* (1) Pursuant to section 901 of the Civil Aeronautics Act of 1938, as amended (52 Stat. 973, 1015, 54 Stat. 1233, 1235, 1236; 49 U. S. C. 401, 621), any person who violates any provisions of Titles V or VI of such act or section 11 of the Air Commerce Act of 1926, as amended (44 Stat. 568, 45 Stat. 933; 49 U. S. C. 171, 181), shall be subject to a civil penalty of not to exceed $1,000 for each such violation, and any such penalty may be compromised by the Administrator. In the event a civil penalty is contemplated by the Administrator and it is considered advisable to compromise the amount of such civil penalty, the Regional Attorney, or an official of the office of the General Counsel sends a letter to the alleged violator advising him of the provisions of the act or the regulations alleged to have been violated and of his opportunity to compromise the civil penalty. If an offer of compromise in a specified amount is made, the offer is submitted to the Administrator of Civil Aeronautics with a recommendation respecting its acceptance. The Administrator in all cases, or a Deputy Administrator in all cases except those involving scheduled air carriers, may accept or refuse the offer of compromise. If the offer of compromise is accepted, the alleged violator is notified by letter of its acceptance and that such acceptance constitutes full settlement of any civil penalties due under the act by reason of the alleged violation.

(2) Any person, after receipt of a letter from a Regional Attorney or an official of the Office of the General Counsel informing him of an alleged violation, may submit to the official signing the notice of civil penalty, either orally or in writing, any material or information in answer to or tending to explain, mitigate or extenuate the alleged violation. Any material or information thus submitted will be considered in making the final determination of the amount at which the civil penalty will be compromised.

(3) If a compromise settlement of the civil penalty cannot be effected, the matter will be determined through trial of the case in the United States District Courts upon a civil complaint filed pursuant to section 903 of the Civil Aeronautics Act of 1938, as amended.

(c) *Filing of complaint with the Civil Aeronautics Board.* Such action may be taken with a view toward the suspension or revocation of a safety certificate issued by the Administrator to the alleged violator, or the imposition of a civil penalty pursuant to the provisions of section 901 of the Civil Aeronautics Act of 1938, or both. If such action is determined, the Complaint is prepared by the General Counsel's Office, or the Regional Attorney, and filed with the Docket Section of the Civil Aeronautics Board. The proceeding is then conducted in accordance with the procedure of the Civil Aeronautics Board.

[11 F. R. 177A-319, as amended at 12 F. R. 41 and 6131]

§ 405.22 *Denial of safety certificates*—(a) *Denial of airman certificates.* Any applicant for an airman certificate who has been denied the issuance or renewal thereof, by the Civil Aeronautics Administration, may petition the Civil Aeronautics Board for a reconsideration of his application pursuant to the provisions of section 602 (b) of the Civil Aeronautics Act of 1938, as amended.

(b) *Denial of aircraft, air agency and air carrier operating certificates.* Any applicant for an aircraft, air agency, or air carrier operating certificate, who has been denied the issuance or renewal thereof, may appeal the order of denial by the Administrator to the Circuit Courts of Appeals of the United States, or the United States Court of Appeals for the District of Columbia, upon petition, filed within 60 days after the entry of such order, pursuant to the provisions of section 1006 of the Civil Aeronautics Act of 1938, as amended.

§ 405.23 *Emergency suspensions.* (a) Pursuant to the provisions of section 609 of the Civil Aeronautics Act of 1938, as amended (52 Stat. 973, 1011, 54 Stat. 1233, 1235, 1236; 49 U. S. C. 401, 559), the Administrator: (1) In cases of emergency, may suspend, in whole or in part, for a period not in excess of thirty days without regard to any requirement as to notice and hearing, any type certificate, production certificate, airworthiness certificate, airman certificate, air carrier operating certificate, air navigation facility certificate or air agency certificate; (2) shall immediately give notice of such suspension to the holder of such certificate and shall enter upon a hearing which shall be disposed of as speedily as possible; and (3) may, during the pendency of the proceeding, further suspend such certificate, in whole or in part, for an additional period not in excess of thirty days.

(b) In the event the condition or conduct of a certificated airman or the operation of a certificated air agency or aircraft is such as to indicate immediate danger of injury to any person or damage to property, and the immediate suspension of the airman, aircraft, or air agency certificate might reasonably be expected to avert such injury or damage, an emergency shall be deemed to exist within the meaning of section 609 of the Civil Aeronautics Act of 1938, as amended. Under such circumstances any officer or employee of the Administration charged with the duty of examining airmen, inspecting aircraft or air agencies or enforcing such act and the Civil Air Regulations (Subchapter A of Chapter I of this title) shall be, and is hereby authorized to suspend such certificate for and on behalf of the Administrator for a period not to exceed 30 days. The officer or employee making the emergency suspension shall, if practicable, orally notify the party or parties involved that an emergency suspension of the particular certificate is made pursuant to the authority of section 609, and shall within a reasonable time thereafter confirm such notification in writing. Formal proceedings shall be immediately instituted during the pendency of which the Regional Administrator of the region in which the violation occurred, the Administrator or Deputy Administrator may further suspend such certificate, in whole or in part, for an additional period not in excess of 30 days.

[12 F. R. 6131]

SUBPART D—ISSUANCE OF CERTIFICATES

§ 405.30 *General.* (a) Except where hereinafter stated, applications for certificates may be obtained from, and submitted to, representatives of the Civil Aeronautics Administration, and the Regional, District, and Foreign offices of the Civil Aeronautics Administration. The requirements for the issuance of each type of certificate are set forth in the pertinent parts of the Civil Air Regulations (Subchapter A of Chapter I of this title) or the regulations in this chapter.

(b) In order to obtain an airman certificate the applicant is required to accomplish a medical, written, and, where applicable, a flight or practical examination. Medical examinations are given by designated medical examiners. Written examinations are given by Civil Aeronautics Administration inspectors, except student pilot tests on the Civil Air Regulations, which are given by any certificated flight instructor. For the convenience of the applicants, the inspectors conduct written examinations at all

recognized airports. The itinerary of the inspectors is posted in such airports.

§ 405.31 *Aircraft certificates.* The types of aircraft certificates issued by the Civil Aeronautics Administration are as follows:

(a) *Type certificates.* A type certificate (Form ACA 311) certifies that an aircraft, aircraft engine, propeller, or any appliance specified in the Civil Air Regulations as eligible for a type certificate is of proper design, material, specification and construction for safe operation, and meets the minimum requirements of the Civil Air Regulations.

(1) *Application.* Application for a type certificate shall be made on the Form "Application for Type Certificate" (ACA 312). This form is obtained from and submitted to the Director, Aircraft and Components Service, Civil Aeronautics Administration, Washington 25, D. C.

(2) *Requirements.* For the evidence required for the issuance and the general rules pertaining to the type certification of aircraft (see Part 2 of this title).

(3) *Reports*—(i) *Semiannual Production Report (ACA 503).* This report is required on January 1 and July 1 of each year, of every holder of a type certificate or a current right to the benefits of a type certificate under a licensing arrangement.

(ii) *Statement of Conformity (ACA 317).* Upon the initial transfer of any aircraft not manufactured for United States registry under the terms of a production certificate, the holder of a type certificate or of a current right to the benefits of a type certificate under a licensing arrangement submits a Form "Statement of Conformity" to The Director, Aircraft and Components Service, Washington 25, D. C., or to the nearest Regional Office.

(b) *Production certificate (Form ACA 333).* A production certificate authorizes the manufacture, at designated places, of duplicates of a product for which a type certificate has been issued. The type certificate is set forth in a production limitation record (Form ACA 332) which constitutes a part of the production certificate.

(1) *Application.* A single application for the production certificate and production limitation record is made on Form ACA 332 "Application for a Production Certificate". This form is obtained from, and is submitted to, the Aircraft and Components Branch of the Regional Office in the area in which the manufacturer's plant is located. If an amendment is desired, application should also be made to such Regional Office.

(2) *Requirements.* For further information with respect to production certificates and requirements, see Part 2 of this title and Manual 02, Production Certificates, issued by the Civil Aeronautics Administration.

(3) *Reports*—(i) *Changes.* The holder of a production certificate is required to notify the Regional Office, which issued such certificate, of any change of methods, procedures, facilities, or location of the manufacturing facilities which affect the product for which the certificate was issued.

(ii) *Production report.* Form ACA 503, "Semiannual Production Report," is required on January 1 and July 1 of each year, of the holder of a production certificate.

(c) *Aircraft registration certificates.* An aircraft registration certificate is conclusive evidence of the nationality of the aircraft for international purposes, but not in any proceeding under the laws of the United States. The registration of the aircraft by the Civil Aeronautics Administration is not evidence of ownership in any proceeding in which ownership by a particular person is or may be, in issue.

(1) Effective November 15, 1946, aircraft registration other than Dealers' Aircraft Registration will be accomplished by the use of Form ACA 500. This form contains three parts: part A, Registration Certificate, part B, Application for Registration, and part C, Bill of Sale.

(i) *Application and fee.* The applicant for such registration certificate will execute the original and duplicate of part A and part B, retain the original of part B in the aircraft as a temporary registration for 60 days, and mail all duplicates of parts A, B, and C together with the original of part A and a registration fee of $4.00 to the Director, Aircraft and Components Service, Attention: Certification and Recordation Section, Civil Aeronautics Administration, Washington 25, D. C.

Effective November 15, 1946, Certificates of Ownership (Form ACA 1160) will not be issued by the Administration. However, such certificates issued prior to November 15, 1946, may be used subsequent to that date in effecting the transfer of ownership of an aircraft if it is accompanied by the registration fee of $4.00. If the Form ACA 1160, Certificate of Ownership, is not used in effecting the transfer of ownership, it should be surrendered at the time the next application is made on Form ACA 500 for the registration of the aircraft.

(ii) *Requirements.* For the evidence required for the issuance of a registration certificate and the general rules pertaining to the registration of aircraft, see Part 501 of this chapter.

(2) *Dealers' aircraft registration certificates.* Form ACA 1707 provides an alternate form of registration permitting the operation, demonstration, and merchandizing of civil aircraft owned by the certificate holder, such as manufacturer, distributor, or dealer and moving in the ordinary trade channels from such manufacturer, distributor, or dealer to the ultimate purchaser.

(i) *Application and fee.* Application is made on a form, "Application for Issuance of Dealers' Aircraft Registration Certificate(s)" (ACA–1706) which requires a statement of the citizenship of the dealer and certain data as to his status as a bona fide dealer in aircraft. An application containing current data must be submitted each time certificates are requested and may cover as many certificates as are desired at that time. This application is obtained from, and is submitted to, the Aircraft and Components Branch of the Regional Office for the area in which the applicant's business is located. A fee of $5.00 is charged for the first certificate, and $1.00 for each additional or subsequent certificate, issued to the same dealer. Certificates are valid for twelve months from data of issuance. Duplicates will not be issued.

(ii) *Requirements.* For further information as to the requirements pertaining to the issuance and use of Dealers' Aircraft Registration Certificates see Part 502 of this chapter.

(d) *Aircraft airworthiness certificates and aircraft operation record.* An aircraft airworthiness certificate (Form ACA 308) authorizes the operation of a civil aircraft of the United States within the United States, its Territories and possessions. However, there shall be attached to this certificate an aircraft operation record (Form ACA 309), which sets forth the limitations for safe operations prescribed and set forth by the Administrator in such record.

(1) *Application.* A single application for the certificate and record shall be made on Form "Application for Aircraft Airworthiness Certificate" (ACA 305). Usually the manufacturer obtains the airworthiness certificate, which thereafter remains with the aircraft. If no airworthiness certificate has been issued for the aircraft, or if it has expired, the application for an airworthiness certificate is made by the registered owner of the aircraft. An application for registration and airworthiness of an aircraft may be made simultaneously.

(2) *Requirements.* For further information with respect to airworthiness certificates and requirements, see Parts 1, 3, 4a, and 4b of this title and Manual 04, Airplane Airworthiness, issued by the Civil Aeronautics Administration.

(3) *Inspections and reports*—(i) *Annual inspection.* An annual inspection of the aircraft, given by a designated representative of the Administrator is required for all aircraft. A copy of such inspection report (ACA 305a) is attached to the aircraft operation record.

(ii) *Aircraft and engine logbooks.* An aircraft and engine logbook is required in accordance with Part 1 of this title.

(e) *Ferry permits*—(1) *Letter of authority for ferry flight.* This permit authorizes the flight of a civil aircraft of the United States between two specified points for the purpose of repair or to obtain certification of the aircraft. The applicant will be required to furnish evidence of the identification of the aircraft, the points between which the aircraft will be flown, duration of the flight, name of the mechanic certifying with respect to the airworthiness of the aircraft and a statement as to the reasons why the aircraft airworthiness certificate is not applicable.

(2) *Ferry permit, temporary registration and airworthiness certificate.* This permit authorizes the flight of a surplus military aircraft from the base of purchase to the owner's home base. An application for this permit may be made to the representative of the Civil Aeronautics Administration station at the surplus depot or by making application to the Regional or District Office having jurisdiction over the area in which the depot is located.

(f) *Foreign aircraft permit (Form ACA 1452).* This certificate authorizes flight in the United States, its Territories, and possessions (except the Canal Zone), of foreign aircraft with foreign markings.

(1) *Application.* Application is made on Form ACA 776A, "Application for Foreign Civil Aircraft Flight Permit," which requires identification of the owner and evidence of his citizenship, identification and markings of the aircraft, requested itinerary, estimated duration of flight in the United States, and an indication as to whether certain equipment is installed or carried in the aircraft. This form is obtained from and submitted to the Regional or District Office of the Administration which is nearest to the port of entry.

(g) *Certificate of Airworthiness for Export (Form ACA 306).* A certificate of airworthiness for export certifies that the type certificated product involved meets certain general and special requirements for export to particular foreign countries.

(1) *Application.* Application is made on Form ACA 306, "Application for Certificate of Airworthiness for Export".

[11 F. R. 177A-319 as amended at 12 F. R. 2309 and 2805]

§ 405.32 *Airman certificates.* The types, grades, and ratings of airman certificates issued by the Civil Aeronautics Administration are as follows:

(a) *Student pilot certificates.* A student pilot certificate (Form ACA 340) authorizes the holder to pilot in solo flight an aircraft of a specified type, class and model.

(1) *Application.* Application for such cerificate is made on Form ACA 355, "Application for Airman Certificate".

(2) *Requirements.* For further information with respect to student pilot certificates and requirements, see Parts 20, 22 and 43 of this title.

(b) *Private, commercial, and air-line transport pilot certificates.* An airman pilot certificate (Form ACA 348) and airman rating record (Form ACA 545) issued for a private, commercial, air-line transport, or instructor rating authorizes the holder to pilot aircraft within the prescribed limitations of the applicable ratings.

(1) *Application.* Application for such certificates is made on Form ACA 355, "Application for Airman Certificate or Instrument Rating".

(2) *Requirements.* For further information with respect to, private, commercial, and air-line transport pilot certificates, see Parts 20, 21, 22, and 43 of this title.

(c) *Mechanic certificates.* A mechanic certificate (Form ACA 348) authorizes the holder to inspect, maintain or repair aircraft and aircraft engines and appliances in accordance with the limitations set forth on Form ACA 545 "Airman Rating Record", which is attached to such certificate.

(1) *Application.* A single application for such certificate and rating is made on Form ACA 363 "Application for Airman (Mechanic) Certificate".

(2) *Requirements.* For further information with respect to mechanic certificates and requirements, see Part 24 of this title.

(3) *Reports.* A Form ACA 1130, "Periodic Activity Report" is required to be submitted to the Administration, annually, during the month of January.

(d) *Parachute technician certificate.* A Form ACA 348 "Airman (Parachute Technician) Certificate" authorizes the holder to inspect, pack, repair, construct, or jump and instruct in jumping, in accordance with the limitations prescribed on the form ACA 545 which is attached to such certificate.

(1) *Application.* A single application for the certificate and rating desired is made on Form ACA 363 "Application for Airman (Parachute Technician) Certificate".

(2) *Requirements.* For further information with respect to parachute technician certificates and requirements, see Part 25 of this title.

(3) *Reports.* A Form ACA 1130 "Periodic Activity Report" is required to be submitted to the Administration, annually, during the month of January.

(e) *Traffic control tower operator.* An "Airman (Traffic Control-Tower Operator) Certificate" (Form ACA 348) authorizes the holder to control air traffic in accordance with the limitations prescribed on the Form ACA 545 "Airman Rating Record", which is attached to the certificate.

(1) *Application.* A single application is made on Form ACA 372 "Air-Traffic Control-Tower Operator Application".

(2) *Requirements.* (See Part 26 of this title.)

(3) *Reports.* A Form ACA 1130 "Periodic Activity Report" is required.

(f) *Aircraft dispatcher.* An "Airman (Aircraft Dispatcher) Certificate" (Form ACA 348) authorizes the holder to act as a dispatcher for a certificated air carrier in accordance with the limitations prescribed on the airman rating record (Form ACA 545).

(1) *Application.* A single application for the certificate and rating is made on Form ACA 374 "Application for Airman (Aircraft Dispatcher) Certificate".

(2) *Requirements.* See Part 27 of this title.

(3) *Reports.* A Form ACA 1130, "Periodic Activity Report" is required to be submitted annually, during the month of January.

§ 405.33 *Medical certificates.* A medical certificate is required for the issuance of an airman certificate. Original applicants for a medical certificate may obtain such certificate by undergoing the required physical examination by a designated medical examiner of the Civil Aeronautics Administration. Any competent licensed physician may conduct the physical examination for a student or private pilot certificate or any airman certificate requiring a medical certificate of the third class. A list of the designated medical examiners in your area may be obtained by addressing a request to the Director, Aviation Medical Service, Civil Aeronautics Administration, Washington 25, D. C. The three classes of medical certificates and the types and grades of airmen certificates included in each class are as follows:

(a) *First class.* A first class medical certificate includes an air-line transport pilot. The examination is conducted by a designated air-line medical examiner.

(b) *Second class.* A second class medical certificate includes, commercial pilots and air-traffic control-tower operators. The examination is conducted by a designated medical examiner.

(c) *Third class.* A third class medical certificate includes, students and private pilots and free balloon pilots. This examination is conducted by a designated medical examiner or a competent licensed physician. If the examination is performed by a nondesignated physician, the report of the examination is made on Form ACA 1345 and forwarded to the regional medical officer of the regional office having jurisdiction over the area in which such physician resides.

(d) *Waiver of physical standards.* Airmen with considerable aeronautical experience who do not meet the prescribed physical requirements may apply for a "Waiver of Physical Standards" (Form ACA 779), by making application to the Director, Medical Service, Civil Aeronautics Administration, Washington 25, D. C. In such instances a waiver may be issued if the applicant successfully demonstrates through a flight test that his physical deficiency is compensated for by his experience, ability and judgment. For further information with respect to the standards and requirements, see Part 29 of this title.

[11 F. R. 177A-319 as amended at 12 F. R. 95]

§ 405.34 *Air carrier operating certificates.* (a) An air carrier operating certificate is required for all air carriers engaged in scheduled and nonscheduled operations. This certificate describes the operations authorized and prescribes such operating specifications and limitations as may be reasonably required in the interest of safety.

(1) *Application.* (i) An application for a scheduled air carrier operating certificate is made by letter to the Regional Office in the area in which the headquarters of the air carrier is located.

(ii) An application for a nonscheduled air carrier operating certificate is made on Form ACA 1602, "Application for Non-Scheduled Air Carrier Operating Certificates."

(2) *Requirements and reports.* See Parts 40 and 42 of this title.

§ 405.35 *Air agency certificates.* An air agency certificate (Form ACA 390) is issued for:

(a) Airman schools.

(b) Ground instructors (Form ACA 545 is issued for this certificate).

(c) Repair stations.

(d) Mechanic schools.

(e) Parachute lofts.

The requirements for such certificates are set forth in Parts 50 to 54 of this title.

§ 405.36 *Air navigation facility certificates*—(a) *"Air Navigation Facility and Lawful Authority to Operate a True Light".* This certificate authorizes the operation of an aeronautical light as a "true light" in the identification of a landing area suitable for use by civil

aircraft and in marking hazards to air navigation.

(1) *Application.* Application is made on Form ACA 114. The Regional Office issues a temporary certificate for a period of 60 days, but the permanent certificate is issued by the Office of the Director, Flight Operations Service, Washington 25, D. C.

(b) *Notice of Construction or Alteration of Structures Along or Near Civil Airways (Form 117).* This form is required to be submitted to the Administration in order to give proper notice to airmen of the construction or alteration of a structure located along or near a civil airway. Further information may be obtained by referring to Part 625 of this title.

§ 405.37 *Designation of representatives of the Civil Aeronautics Administration.* The Civil Aeronautics Administration designates the following representatives to perform the activities indicated below. The certificates required for the performance of such activities are:

(a) *Certificate of Authority—Flight Examiner (Form ACA 1382).* This certificate authorizes the holder to act as a flight examiner for the Civil Aeronautics Administration and to conduct flight examinations for issuance of pilot certificates and ratings.

(1) *Application.* Application is made on a Form "Pilot Examiner Qualification Record and Recommendations" (ACA 914).

(2) *Reports.* A report on Form "Pilot Examiner or Flight School Activity Report" (ACA 857) must be executed and submitted to a Civil Aeronautics Administration inspector when requested.

(b) *Designation of Airline Transport Pilot Flight Examiner (Form ACA 997).* This certificate authorizes the holder to conduct under the general supervision of the Flight Operations Service, within local limits, flight tests of applicants for airline transport pilot certificates and aircraft class, horsepower and instrument ratings and to recommend to the local inspector the issuance or denial of such certificates and ratings.

(1) *Application.* Application is made on a Form "Application for Designation as Airline Transport Pilot Flight Examiner" (ACA 993).

(c) *Authorized Medical Examiner and Letter of Designation (Form ACA 1668).* This certificate and letter authorizes a member of the medical profession to perform physical examinations as required to issue medical certificates.

(1) *Application.* Application is made on Form "Application for Designation as Medical Examiner" (ACA 861) and is submitted to any regional medical officer of the Civil Aeronautics Administration.

(2) *Reports.* A report on Form "Report of Physical Examination for Airman Certificate" (ACA 358) is required to be submitted within forty-eight hours to the Medical Director, Civil Aeronautics Administration, Washington 25, D. C., for each applicant examined. A copy of this report must be retained in the file of the designated medical examiner for three years.

(d) *Certificate of Authority—Designated Mechanic Examiner (Form ACA 1382).* This certificate certifies that the holder is authorized by the Civil Aeronautics Administration to conduct oral and practical examinations for the issuance of aircraft mechanic and aircraft engine mechanic certificates.

(1) *Application.* Application is made on a Form "Statement of Qualifications and Recommendations for Designated Mechanic Examiner" (ACA 1618).

(e) *Certificate of Authority (Form ACA 1382).* Certificates of authority are issued by the Civil Aeronautics Administration to qualify persons for the designation of:

(1) *Designated Manufacturing Representative.* This certificate authorizes the holder to determine the conformity and quality of articles produced under the production certificate listed on his authorization and to issue airworthiness certificates for aircraft and a certificate of airworthiness for export with respect to aircraft and components under the production certificate listed on his authorization.

(i) *Application.* Application is made on Form ACA 1381 "Statement of Qualifications and Recommendations for Designated Manufacturing Representatives".

(2) *Designated engineering representative.* This certificate authorizes the holder to certify that the technical data pertaining to a particular aircraft structure or power plant proves compliance with the Civil Air Regulations.

(i) *Application.* Application is made on Form ACA 1599 "Statement of Qualifications of Designated Engineering Representatives".

(3) *Designated aircraft maintenance inspector.* With respect to scheduled and nonscheduled air carrier aircraft this certificate authorizes the holder to determine the airworthiness of aircraft or to inspect repairs and alteration of aircraft for compliance with approved methods and practices, material and pertinent regulations; and approve the repair and alteration form and return the aircraft to service.

(i) *Application.* Application is submitted on Form ACA 751 "Statement of Qualifications and Recommendations for Designated Aircraft Maintenance Inspector".

§ 405.38 *Flight Plan and Control Record (Form ACA 398).* Serves as authorization for an aircraft to fly in a controlled area, an airport approach zone, or an airport traffic zone under instrument flight rules. A flight plan may also be filed for flight under contact flight rules.

(a) *Application.* Application may be made by telephone, radio, or in person to any Civil Aeronautics Administration Airway Communications Station, or Airway Traffic Control Center giving such information as aircraft identification, type of aircraft, pilot's name, route of flight and cruising altitudes, cruising air speed, radio frequencies available, proposed time of departure, estimated time en route, fuel supply in hours, and alternate airport(s). The approval to proceed together with any amending instructions are issued by an airway traffic controller. Such approval is usually oral and is delivered to the pilot through the radio facilities of an airport traffic control tower or airway communications station.

(b) *Requirements.* Regardless of whether the flight plan is filed under contact or instrument flight rules, the pilot in command of the flight files an arrival or completion notice with the nearest Civil Aeronautics Administration Communication Station or control tower upon landing or completion of the flight. For further information with respect to flight plans, see Part 60 of this title.

Subpart E—Recordation of Conveyances

§ 405.51 *Recordation of aircraft ownership.*—(a) *General.* All conveyances which affect the title to, or any interest in, any aircraft registered under the provisions of the Civil Aeronautics Act are eligible for recordation with the Civil Aeronautics Administration. A receipt showing the recording of any document evidencing indebtedness will be furnished to the holder of such document.

(b) *Forms of conveyance.* The following forms have been prepared by the Administrator for use in recording of conveyances and are available upon request to the Civil Aeronautics Administration, Office of Aviation Safety, Aircraft Service, Aircraft Records Section, Washington 25, D. C.

(1) *Form ACA 500: Part C, Bill of Sale.* (For further information concerning Form ACA 500, see § 405.31 (c).)

(2) *Form ACA 506: Release.* (This form appears on the back of a letter acknowledging receipt of a chattel mortgage, and should be in the possession of the mortgagee or his assignee to be used when the mortgage is cleared.)

(3) *Form ACA 818: Release Contract of Conditional Sale.* (This form appears on the back of a letter acknowledging receipt of a contract of conditional sale and should be in the possession of the seller or his assignee to be used when all conditions of the contract have been met.)

(4) *Form ACA 905: Aircraft Chattel Mortgage.*

(5) *Form ACA 906: Aircraft Conditional Sale Contract.*

(6) *Form ACA 909: Supplemental Affidavit to Application for Registration for All Types of Aircraft.* (To be filled in and submitted with Application for Registration (Form ACA 500, Part B) when the aircraft has been repossessed pursuant to the provisions of a chattel mortgage or contract of conditional sale and the person repossessing desires registration of the aircraft in his name.)

(c) *Application.* A conveyance may be recorded by submitting the original document, or a properly executed duplicate thereof, to the Civil Aeronautics Administration, Office of Aviation Safety, Aircraft Service, Aircraft Records Section, Washington 25, D. C. There is no fee (other than the $4.00 registration fee) for recording a bill of sale. A fee of $4.00 is charged for the recording of a lien covering one aircraft. If more than one aircraft is covered by such lien the

fee shall be $4.00 for each aircraft. Fees shall be submitted in the form of a check or money order made payable to the Treasurer of the United States. No fee is required for the recording of a release, cancellation, discharge, or satisfaction relating to a lien covering an aircraft.

(d) *Requirements.* For further information with respect to the requirements and instructions for the recordation of aircraft conveyances, see Part 503 of this chapter, or mail requests to the Civil Aeronautics Administration, Office of Aviation Safety, Aircraft Service, Aircraft Records Section, Washington 25, D. C.

[Amdt. 1, 13 F. R. 5309]

§ 405.52 *Recordation of encumbrances against specifically identified aircraft engines*—(a) *General.* All conveyances affecting the title to, or any interest in, any specifically identified aircraft engine or engines of seven hundred and fifty or more rated take-off horsepower for each such engine or the equivalent of such horsepower are eligible for recordation with the Civil Aeronautics Administration. A receipt showing the recording of any such conveyance will be furnished to the holder thereof.

(b) *Forms of conveyance.* The Civil Aeronautics Administration has not prepared any sample forms of conveyance for use in taking a security interest in aircraft engines. However, Form ACA-1990 has been designed to serve as a receipt for the recording of aircraft engine conveyances.

(c) *Recording fee.* A fee of $2.00 is charged for the recording of an instrument executed for security purposes covering one engine. If more than one aircraft engine is covered by such instrument the fee shall be $2.00 for each aircraft engine. Fees shall be submitted in the form of a check or money order made payable to the Treasurer of the United States. No fee is required for the recording of a release, cancellation, discharge, or satisfaction relating to a conveyance covering an aircraft engine.

(d) *Requirements.* For further information with respect to the requirements and instructions for the recordation of encumbrances against specifically identified aircraft engines, see Part 504 of this chapter, or mail requests to the Civil Aeronautics Administration, Office of Aviation Safety, Aircraft Service, Aircraft Records Section, Washington 25, D. C.

[Amdt. 1, 13 F. R. 5309]

§ 405.53 *Recordation of encumbrances against aircraft engines, propellers, appliances, or spare parts maintained by or on behalf of certificated air carriers*—(a) *General.* All conveyances affecting the title to, or any interest in, any aircraft engines, propellers, or appliances maintained by or on behalf of an air carrier certificated under section 604 (b) of the Civil Aeronautics Act of 1938, as amended, for installation or use in aircraft, aircraft engines, or propellers, or any spare parts maintained by or on behalf of such an air carrier, which instruments need only describe generally by types the engines, propellers, appliances, and spare parts covered thereby and designate the location or locations thereof, are eligible for recordation with the Civil Aeronautics Administration. A receipt showing the recording of any such conveyance will be furnished to the holder thereof.

(b) *Forms of conveyance.* The Civil Aeronautics Administration has not prepared any sample forms of conveyance for use in taking a security interest in aircraft engines, propellers, appliances, or spare parts. However, Form ACA-1991 has been designed to serve as a receipt for the recording of such conveyances.

(c) *Recording fee.* A fee of $2.00 is charged for the recording of an instrument executed for security purposes covering aircraft engines, propellers, appliances, or spare parts situated in one location. If the property covered by the instrument is situated in more than one location the fee shall be $2.00 for each location. Fees shall be submitted in the form of a check or money order made payable to the Treasurer of the United States. No fee is required for the recording of a release, cancellation, discharge, or satisfaction relating to a conveyance covering aircraft engines, propellers, appliances, or spare parts.

(d) *Requirements.* For further information with respect to the requirements and instructions for the recordation of encumbrances against aircraft engines, propellers, appliances, or spare parts maintained by or on behalf of certificated air carriers, see Part 505 of this chapter, or mail requests to the Civil Aeronautics Administration, Office of Aviation Safety, Aircraft Service, Aircraft Records Section, Washington 25, D. C.

[Amdt. 1, 13 F. R. 5309]

PART 406—RULES OF PRACTICE GOVERNING PROCEEDINGS TO ALTER, AMEND, OR MODIFY CERTIFICATES

Sec.

406.1 Definitions.
406.2 Initiation of proceedings.
406.3 Service of order to show cause.
406.4 Response to order to show cause.
406.5 Request for, or waiver of, hearing.
406.6 Notice of hearing.
406.7 Hearing.
406.8 Appearances.
406.9 Subpoenas.
406.10 Submission without hearing or appearance.
406.11 Stay of order pending judicial review.
406.12 Petition for rehearing, reargument, reconsideration or modification of order.
406.13 Authority of examiners.

AUTHORITY: §§ 406.1 to 406.13 issued under secs. 205 (a), 308, 52 Stat. 984, 986; 49 U. S. C. 425 (a), 458. Interpret or apply 52 Stat. 1011, 1017–1025; 49 U. S. C. 559, 641–649.

SOURCE: §§ 406.1 to 406.13 appear at 12 F. R. 2014, redesignated by Amendment 1, 13 F. R. 3047.

§ 406.1 *Definitions.* (a) "Act" means Civil Aeronautics Act of 1938, as amended (52 Stat. 973, 54 Stat. 1231, 1233, 1234, 1235–1236; 49 U.S.C. 401).

(b) "Administrator" means Administrator of Civil Aeronautics.

§ 406.2 *Initiation of proceedings.* A proceeding shall be initiated by the Administrator or his authorized representative by the issuance of an order addressed to the certificate holder or other party in interest, directing him to show cause why the certificate shall not be altered, amended, or modified as specified in the order.

§ 406.3 *Service of order to show cause.* The order to show cause will be served upon the party in interest by mailing a copy thereof by registered mail, return receipt requested, addressed to the party at his last known address.

§ 406.4 *Response to order to show cause.* After service upon him of the order to show cause, the respondent shall have ten days within which to respond in writing to the order. Such answer shall be deemed filed as of the date of mailing to the General Counsel properly addressed and postage prepaid. If respondent fails to answer the order within ten days, the Administrator or the Examiner assigned to hear the matter may forthwith order that the certificate be amended in accordance with the show cause order.

§ 406.5 *Request for, or waiver of, hearing.* The respondent shall have the right to have the matter set for hearing and the issue determined on the basis of the facts presented at such hearing. If respondent fails to request a hearing within ten days after serving of the order to show cause, the issues may be decided upon the basis of facts and arguments presented in writing by the respondent and the counsel assigned to represent the Government.

§ 406.6 *Notice of hearing.* When a hearing has been requested, the respondent shall be given adequate notice of the date and place where such hearing will be held. In fixing the times and places for hearings, due regard shall be had for the convenience and necessity of the parties and their representatives.

§ 406.7 *Hearing.* A hearing shall be held before an Examiner duly designated by the Administrator.

§ 406.8 *Appearances.* Any party to a proceeding may appear and be heard in person or by attorney. No register of attorneys who may practice before the Administrator is maintained and no application for admission to practice is required. Any attorney practicing or desiring to practice before the Administrator may, upon hearing and good cause shown, be suspended or prohibited from so practicing.

§ 406.9 *Subpoenas.* Subpoenas requiring the attendance of witnesses, or the production of evidence, at a designated place of hearing, shall be issued to any party to a proceeding upon proper application to the Examiner.

§ 406.10 *Submission without hearing or appearance.* Where respondent does not request a hearing, the Examiner, on the basis of the pleadings and the documentary evidence submitted by the parties, shall prepare an initial decision. A copy of the initial decision shall be served upon the respondent or his counsel, by personal service or registered mail. The parties to the proceedings shall have ten days, or such other time

as the Examiner may specify, after the date of service of such initial decision within which to file exceptions and appeal to the Administrator. If no appeal to the Administrator is filed or action by the Administrator to review such decision is entered within the time allowed, such decision shall without further proceedings become the decision of the Administrator.

§ 406.11 *Stay of order pending judicial review.* The filing of a petition for a judicial review of an order made under this part as provided in section 1006 of the act shall not operate to stay the effectiveness of the order unless specifically so ordered by the Administrator. The petitioner may request, and if good cause is shown therefor, the Administrator will stay the effectiveness of the order from which an appeal is being taken.

§ 406.12 *Petition for rehearing, reargument, reconsideration or modification of order.* (a) Either party to a proceeding may petition for rehearing, reargument, reconsideration or modification of any final order of the Administrator within ten days after receipt thereof.

(b) The filing of a petition to rehear or reargue a proceeding or to reconsider or modify an order, shall not operate to stay the effectiveness of the order, unless otherwise ordered by the Administrator.

§ 406.13 *Authority of examiners.* Examiners shall have authority as follows:

(a) To give notice concerning, and hold, hearings;

(b) To administer oaths and affirmations;

(c) To examine witnesses;

(d) To take or cause depositions to be taken whenever the ends of justice would be served thereby;

(e) To rule upon offers of proof and receive competent evidence;

(f) To regulate the course of the hearing;

(g) To hold conferences, before or during the hearing, for the settlement or simplification of issues, by consent of the parties;

(h) To dispose of procedural requests or similar matters;

(i) Within his discretion, or upon the direction of the Administrator, to certify any question to the Administrator for his consideration and disposition;

(j) To issue subpoenas;

(k) To make initial decisions.

PART 407—SEIZURE OF AIRCRAFT

Sec.
407.1 Authority to seize aircraft.
407.2 Custody of seized aircraft.
407.3 Notice of seizure.
407.4 Report of seizure.
407.5 Release of seized aircraft.

AUTHORITY: §§ 407.1 to 407.5 issued under secs. 205, 901, 903 (b), 52 Stat. 984, 1015, 1017; 49 U. S. C. 425, 621, 623; Reorg. Plans III and IV of 1940, 3 CFR, Cum. Supp., Chapter IV, 5 F. R. 2107, 2421.

SOURCE: §§ 407.1 to 407.5 appear at 14 F. R. 778.

§ 407.1 *Authority to seize aircraft.* Whenever an aircraft is involved in a violation of any provision of Titles V and VI of the Civil Aeronautics Act of 1938, as amended, or of section 11 (a) (1) of the Air Commerce Act of 1926, as amended, or of any rule or regulation issued pursuant thereto, and the violation is committed by the owner or person in command of the aircraft, such aircraft may be summarily seized by any state or Federal law enforcement officer or Federal aviation safety agent authorized in an order of seizure issued by the Regional Administrator of the region in which the aircraft is located.

§ 407.2 *Custody of seized aircraft.* Whenever an aircraft has been seized pursuant to this part, it shall be placed in the nearest available adequate public storage facility in the judicial district in which the seizure is made.

§ 407.3 *Notice of seizure.* Whenever an aircraft has been seized pursuant to this part, a written notice and a copy of this part shall be sent without delay by the Regional Administrator to the registered owner of, and to other persons having a recorded interest in, the aircraft. The written notice shall state:

(a) The time, date, and place of seizure;

(b) The name and address of the custodian of the aircraft;

(c) The reasons for the seizure, including the violations believed, or judicially determined, to have been committed; and

(d) The amount which may be tendered:

(1) As an offer in compromise of any civil penalties which might have been incurred as a result of the alleged violation, or

(2) As payment of civil penalties which have been imposed by a Federal court as a result of the established violations.

§ 407.4 *Report of seizure.* Whenever an aircraft has been seized pursuant to this part, a report of the cause shall be transmitted immediately by the Regional Administrator to the United States Attorney for the judicial district in which the seizure is made, requesting the United States Attorney to institute proceedings for the enforcement of the lien.

§ 407.5 *Release of seized aircraft.* Whenever an aircraft has been seized pursuant to this part, it shall be released by direction of the Regional Administrator under any one of the following conditions:

(a) Upon payment of the civil penalty or the amount agreed upon in compromise, and the costs incurred in connection with the seizure, storage, and maintenance of the aircraft;

(b) Upon seizure of the aircraft pursuant to process of a Federal court in proceedings in rem for enforcement of a lien against the aircraft, or notification by the United States Attorney of failure to institute such proceedings; or

(c) Upon deposit of a bond in such amount and with such sureties as the Regional Administrator may prescribe, conditioned upon payment of the penalty or the amount agreed upon in compromise, and the costs incurred in connection with the seizure, storage, and maintenance of the aircraft.

PART 450—INTER-AMERICAN AVIATION TRAINING GRANTS

Sec.
450.1 General.
450.2 Types of training.
450.3 Qualifications.
450.4 Award of training grants.
450.5 Types of training grants.
450.6 Allowances and expenses.
450.7 Duration of training grants.
450.8 Official notification.

AUTHORITY: §§ 450.1 to 450.8 issued under secs. 205 (a), 308, 52 Stat. 984, 986; 49 U. S. C. 425 (a), 458. Interpret or apply sec. 1, 53 Stat. 1290, Pub. Laws 597, 647, 80th Cong.; 22 U. S. C. 501.

SOURCE: §§ 450.1 to 450.8 appear at 13 F. R. 2740, redesignated by Amendment 1, 13 F. R. 3047.

§ 450.1 *General.* Training grants may be awarded to qualified male applicants from other American republics.

§ 450.2 *Types of training.* Training grants may provide instruction, observation, study and practical training, in one or more of the following categories:

(a) Air traffic control and communications training, comprising such special courses of study as may be prescribed by the Administrator of Civil Aeronautics, on the basis of the qualifications and needs of the trainee and the purpose of the training as indicated by his government, in one or more of the various specialized technical branches of aviation, including airway communications, airway traffic control, airport traffic control, aviation meteorology, aviation navigation, aeronautical charting, and airline dispatching. The special courses of study scheduled over a period not to exceed one year will consist of (1) preliminary orientation, during which the trainee may receive intensive instruction in English, (2) physical education, (3) general and observational meteorology as related to airways service; International Morse Code, teletypewriting, and radio telegraph; radio telephone, interphone, broadcast and teletype communications, procedures, practices and phraseologies; Civil Air Regulations relating to air traffic rules; dead reckoning, navigation, radio navigation, radio aids to air navigation, and radio range monitoring; airport traffic control tower operations, procedures, practices and phraseologies; airway traffic control procedures, practices and phraseologies; organization, structure, and principal functions of the Civil Aeronautics Administration, and (4) assignment to one or more of the various offices and installations of the Civil Aeronautics Administration for practical on-the-job training in airport traffic control, airways communications, and airway traffic control, and assignment to United States Weather Bureau Station for practical on-the-job training in aviation meteorology. Upon satisfactory completion of the training course, a trainee is eligible to take examinations for Civil Aeronautics Administration airport traffic control tower operator and aircraft communicator certificates.

(b) Aviation industry training provides practical on-the-job training for a period of not to exceed 10 months in a special field in the aviation industry of the United States selected according to

the background and qualifications of the individual trainee and the special needs of his country in aviation. Such training is available in air-line operations; airline maintenance; aircraft, and aircraft engine, maintenance and overhaul; maintenance and overhaul of aircraft accessories; production and maintenance of single-engine aircraft; and air-line traffic and administration. One month of preliminary orientation, including intensive instruction in English, may be given each trainee.

(c) Civil aviation official training provides an opportunity for high-level government and private civil aviation officials, during an 8-week period, to study and observe the organization, administration, and operation of civil aviation as developed in the United States and/or the methods and techniques in specialized fields of aviation in which they are primarily interested. This type of training is available to government and private civil aviation officials who are already experienced in their field of specialization, but who would make further contributions to civil aviation if they were afforded this opportunity to observe advanced operations.

§ 450.3 *Qualifications.* Each applicant selected for an aviation training grant shall meet the following requirements:

(a) *Age.* (1) An air traffic control and communications trainee shall be in the age range of 21 to 31, inclusive, as of the closing date for receipt of applications;

(2) An aviation industry trainee shall be in the age range of 21 to 35, inclusive, as of the closing date for receipt of applications;

(3) A civil aviation official trainee shall be at least 21 years of age, as of the closing date for receipt of applications.

(b) *Citizenship.* A trainee shall be a bona fide citizen of one of the American Republics other than the United States.

(c) *Language.* (1) An air traffic control and communications trainee and an aviation industry trainee shall be able to speak, read, write, and understand the English language, and make a satisfactory score in an English written examination prescribed by the Administrator of Civil Aeronautics;

(2) A civil aviation official trainee should have a fair knowledge of English or an available interpreter, furnished at no expense to the Government of the United States.

(d) *Physical requirements.* (1) An air traffic control and communications trainee shall be in a satisfactory physical condition as evidenced by a Civil Aeronautics Administration medical certificate (Form ACA–1004) issued by a designated Civil Aeronautics Administration medical examiner attesting compliance with Civil Aeronautics Administration Second Class physical requirements and shall furnish a satisfactory laboratory report of blood test;

(2) An aviation industry trainee shall be in a satisfactory physical condition as evidenced by a statement of a physical examination issued by a licensed physician within 60 days of the date of application, describing the applicant's physical condition and stating that he is free from any communicable disease or disability that would interfere with any activity incidental to the training grant, and he shall furnish a satisfactory laboratory report of blood test;

(3) A civil aviation official trainee shall be in a satisfactory physical condition.

(e) *Education.* (1) An air traffic control and communications trainee shall possess a diploma attesting the successful completion of a course of study with a degree of "Bachillerato" (or the equivalent) at a recognized institution of learning;

(2) An aviation industry trainee shall have completed at least six years of schooling and have sufficient training or experience in practical mathematics and mechanics to enable him to make a satisfactory grade in a written examination prescribed by the Administrator of Civil Aeronautics;

(3) A civil aviation official trainee shall have attained a high-ranking position in civil aviation, either commercial or government.

(f) *Purpose.* (1) An air traffic control and communications trainee or an aviation industry trainee shall have expressed in an original composition in Spanish or Portuguese, a sincere desire and intention to engage in civil aviation in the country of which he is a citizen and in that branch of aviation for which application for a training grant is made. The original composition shall constitute a part of the application papers;

(2) A civil aviation official trainee is not required to express a purpose.

(g) *Character.* (1) An air traffic control and communications trainee of an aviation industry trainee shall furnish the names of at least three responsible persons residing in the republic of which he is a citizen, who can testify to his dependability, spirit of initiative, industry, stability, honesty, perseverance, and aptitude in that branch of aviation for which application for training grant is made;

(2) A civil aviation official trainee is not required to furnish references.

(h) *Sponsor.* Preference will be given to an applicant who has at least one sponsor willing and able to employ him in that branch of aviation for which the training grant has qualified him upon his return to the republic of which he is a citizen.

(i) *Endorsement.* A trainee shall have received the endorsement of the United States Embassy in the country from which he applies.

§ 450.4 *Award of training grants.* Training grants will be awarded by the Administrator of Civil Aeronautics with the approval of the Secretary of Commerce and the Secretary of State of the United States, or their duly authorized representatives, upon the recommendation of the Inter-American Aviation Selection Committee appointed by the government of the American republic wherein the applicant resides. No applicant will be considered in the awarding of training grants unless his application and supporting papers shall have been submitted by such Selection Committee through the Department of State to the Administrator of Civil Aeronautics for the elimination of unqualified applicants prior to the final recommendation of the Inter-American Aviation Selection Committee. After the elimination of any unqualified applicants by the Administrator of Civil Aeronautics, the Inter-American Aviation Selection Committees of the respective countries shall make final recommendations from those qualified applicants remaining.

§ 450.5 *Types of training grants.* Three types of training grants may be offered: Type A wherein the total cost of the training grant is paid for by the United States Government, Type B wherein the total cost of the training grant is paid for by an American republic other than the United States or by an aviation industrial concern, and Type C wherein a portion of the cost of the training grant is paid for by the United States Government and the remainder of the cost of the training grant is paid for by an American republic other than the United States or by an aviation industrial concern.

§ 450.6 *Allowances and expenses.* An applicant awarded a Type B training grant will not be entitled to any allowances and expenses paid from funds appropriated by the United States Government. An applicant awarded a Type A or a Type C training grant may be paid the appropriate allowances and expenses as provided in 22 CFR Part 65, as interpreted, modified, or altered by the Department of State, and as provided in Department of Commerce Administrative Order No. 202–3.[1]

§ 450.7 *Duration of training grants.* Air traffic control and communications training grants will be awarded for periods of one year; aviation industry training grants will be awarded for periods of 10 months; and civil aviation official training grants will be awarded for periods of 2 months. Subject to the availability of appropriations, training grants may be extended by the Administrator of Civil Aeronautics not to exceed four months. Training grants may be canceled for cause by the Administrator of Civil Aeronautics with the approval of the Secretary of Commerce and the Secretary of State, or their duly authorized representatives.

§ 450.8 *Official notification.* Each applicant selected for a training grant shall be notified of his award through diplomatic channels by a letter of award, which shall describe the training, state the duration and type of training grant and the allowances authorized. The amounts originally specified for allowances and expenses may be amended by the Administrator of Civil Aeronautics or his duly authorized representative, if necessary, provided that such amounts are kept within the maximum limits specified by regulations of the Department of State. The Administrator of Civil Aeronautics may amend the types of training or duration of training grants

[1] Not filed with the Division of the Federal Register.

in the interest of obtaining instruction better suited to the needs and capabilities of trainees than those prescribed in the original letter of award.

PART 501—AIRCRAFT REGISTRATION CERTIFICATES

Sec.
501.1 Basis and purpose.
501.2 Scope.
501.3 Application.
501.4 Issuance of registration certificate.
501.5 Effective date.
501.6 Transferability.
501.7 Duration.
501.8 Display.
501.9 Invalidation.
501.10 Surrender.
501.11 Notice of change of address.

AUTHORITY: §§ 501.1 to 501.11 issued under secs. 205 (a), 308, 52 Stat. 984, 986; 49 U. S. C. 425 (a), 458.

SOURCE: §§ 501.1 to 501.11 appear at 12 F. R. 2802.

§ 501.1 *Basis and purpose.* The purpose of this part is to prescribe the regulations under which persons may register aircraft in accordance with the requirements of section 501 of the Civil Aeronautics Act of 1938, as amended. The basis for this part is found in sections 308 and 501 of the Civil Aeronautics Act of 1938, as amended.

§ 501.2 *Scope.* Except as provided in Part 502 of this chapter with respect to Dealers' Aircraft Registration Certificates, the requirements for aircraft registration certificates shall be as prescribed in this part.

§ 501.3 *Application.* Application for the registration of an aircraft shall be made upon the applicable form prescribed (and furnished) by the Administrator.

§ 501.4 *Issuance of registration certificate*—(a) *New or previously unregistered aircraft.* A registration certificate will be issued by the Administrator for aircraft not previously registered under the provisions of the Civil Aeronautics Act of 1938, as amended: *Provided,* That the applicant: (1) Mails or delivers a duly executed application for registration to the Administrator[1] accompanied by the required registration fee (see § 405.31 (c) (1) of this chapter); (2) certifies that applicant is a citizen of the United States;[2] and (3) submits with the application proof satisfactory to the Administrator that the applicant is the owner of such aircraft.

(b) *Previously registered aircraft.* A registration certificate will be issued by the Administrator for aircraft previously registered under the provisions of the Civil Aeronautics Act of 1938, as amended, if the applicant: (1) Mails or delivers a duly executed application for registration to the Administrator[1] accompanied by the required registration fee (see § 401.31 (c) (1) of this chapter); (2) certifies that applicant is a citizen of the United States;[2] and (3) submits with the application for registration a conveyance which meets the requirements prescribed in Part 503 of this chapter, evidencing applicant's ownership of the aircraft; and (4) the conveyance submitted with the above application establishes in the recordation system of the Administrator, title to the aircraft in the applicant: *Provided,* That this requirement shall not be applicable to contracts of conditional sale in which the seller is the recorded owner of the aircraft.

§ 501.5 *Effective date.* An aircraft will be deemed to be registered upon the date the documents required by § 501.4 (a) and (b), whichever is applicable, are mailed or delivered to the Administrator.

§ 501.6 *Transferability.* A registration certificate is not transferable.[1]

§ 501.7 *Duration.* Upon application for registration made upon the prescribed form, an aircraft may be operated for a period of sixty (60) days pending registration by the Administrator (see § 405.31 (c) (1) of this chapter). The registration and the certificate issued by the Administrator pursuant thereto shall remain in effect indefinitely unless suspended or revoked: *Provided,* That such registration and certificate shall immediately expire on the date: (a) The aircraft is registered under the laws of any foreign country; or (b) the registration of the aircraft is canceled at the written request of the owner; or (c) the aircraft is totally destroyed or scrapped; or (d) the ownership of the aircraft is transferred.

§ 501.8 *Display.* The registration certificate issued for any aircraft shall be carried at all times in such aircraft and shall be presented upon request of any duly authorized representative for the Administrator (see § 405.31 (c) (1) of this chapter), or any State or municipal official charged with enforcing local laws or regulations involving Federal compliance.

§ 501.9 *Invalidation.* Any registration of an aircraft shall be null and void if at the time of registration: (a) The aircraft was registered under the laws of any foreign country; (b) the person registered as owner was not the true and lawful owner of the aircraft; (c) the person registered as owner was not a citizen of the United States; or the interest of such person in the aircraft was created by any transaction not entered into in good faith, but for the purpose of avoiding, with or without the knowledge of the registered owner, the provision of the Civil Aeronautics Act of 1938, as amended, prohibiting the registration of an aircraft in the name of a person not a citizen of the United States.

§ 501.10 *Surrender.* Upon the suspension, revocation, expiration or invalidation of a registration certificate, the owner of the aircraft shall, upon request, surrender such certificate to any authorized representative of the Administrator.

§ 501.11 *Notice of change of address.* The registered owner of any aircraft shall notify the Administrator immediately of any change of address.

PART 502—DEALERS' AIRCRAFT REGISTRATION CERTIFICATES

Sec.
502.1 Basis and purposes.
502.2 Application.
502.3 Requirements.
502.4 Limitations.
502.5 Rules.
502.6 Notice.

AUTHORITY: §§ 502.1 to 502.6 issued under secs. 205 (a), 308, 52 Stat. 984, 986; 49 U. S. C. 425 (a), 458.

SOURCE: §§ 502.1 to 502.6 appear at 12 F. R. 2803.

§ 502.1 *Basis and purposes.* The purposes of this part are: (a) To prescribe regulations for the registration of aircraft by persons engaged in the business of manufacturing, distributing or selling of aircraft, (b) to facilitate the operation, demonstration, and merchandising of aircraft moving in the ordinary trade channels from the manufacturer, distributor, or dealer to the ultimate purchaser without imposing upon the manufacturer, distributor, or dealer the burden of obtaining an individual registration certificate for such aircraft with each transfer of title as required under the registration provisions of Part 501 of this chapter, and (c) to permit manufacturers to conduct required production flight tests. A dealer's aircraft registration certificate is an alternate form for the registration of civil aircraft from that prescribed by Part 501 of this chapter. Persons engaged in the business of manufacturing, distributing or selling aircraft, upon application, may obtain one or more dealers' aircraft registration certificates issued under the provisions of this part. The basis for this part is found in sections 303 and 501 of the Civil Aeronautics Act of 1938 as amended.

§ 502.2 *Application.* Application for a dealers' aircraft registration certificate shall be made upon a form prescribed by the Administrator and shall be accompanied by the required registration fee. (See § 405.31 (c) (2) (i) of this chapter.)

§ 502.3 *Requirements.* To be eligible for a dealers' aircraft registration certificate an applicant shall be a citizen of the

[1] Effective November 15, 1946, the Administrator issued a new Form ACA 500 with complete instruction for the execution of each part on the back of the form. Each transfer of aircraft ownership effected subsequent to November 15, 1946, and registration of the aircraft in the new owner's name will be accomplished by using the new Form ACA 500.

[2] As defined by section 1 (13) of the Civil Aeronautics Act of 1938, as amended, "'Citizen of the United States' means (a) an individual who is a citizen of the United States or of one of its possessions, or (b) a partnership of which each member is such an individual, or (c) a corporation or association created or organized under the laws of the United States or of any State, Territory or possession of the United States, of which the president and two-thirds or more of the board of directors and other managing officers thereof are such individuals and in which at least 75 per centum of the voting interest is owned or controlled by persons who are citizens of the United States or of one of its possessions."

United States [1] with an established place of business located in the United States or any Territory or possession of the United States, engaged in the following activities:

(a) The manufacture of aircraft, or

(b) The distribution or sale of new aircraft under authority of a franchise, license, letter of authority, agreement, or other arrangement from the manufacturer or his authorized agent, or

(c) The distribution or sale of used aircraft to ultimate purchasers through ordinary trade channels.

§ 502.4 *Limitations*—(a) *Operation.* (1) A dealers' aircraft registration certificate shall be valid for the operation of an aircraft only by a person to whom such certificate was issued or by his duly authorized agent or employee.

(2) A dealers' aircraft registration certificate is valid only for an aircraft owned by a person to whom such certificate was issued and which is being operated, (i) in the ordinary trade channels between any two of the following persons: The manufacturer, the distributor, the dealer, or the purchaser from any of such persons, (ii) for demonstration purposes necessary to the sale of such aircraft, or (iii) to conduct required production flight tests.

(b) *Transfer of ownership.* Whenever the ownership of an aircraft is transferred to a person who is not the possessor of a valid dealers' aircraft registration certificate, the purchaser shall make application for registration of the aircraft in his name in accordance with the provisions of Part 501 of this chapter prior to the operation of the aircraft.[2]

§ 502.5 *Rules*—(a) *Display.* The dealers' aircraft registration certificate shall be carried in the aircraft when operated by the person to whom the certificate was issued, or by his authorized agent or employee.

(b) *Duration.* A dealers' aircraft registration certificate shall expire one year from the date of issuance thereof.

(c) *Transferability.* A dealers' aircraft registration certificate is not transferable.

[1] As defined by section 1 (13) of the Civil Aeronautics Act of 1938 as amended, " 'Citizen of the United States' means (a) an individual who is a citizen of the United States or of one of its possessions, or (b) a partnership of which each member is such an individual, or (c) a corporation or association created or organized under the laws of the United States or of any State, Territory, or possession of the United States of which the president and two-thirds or more of the board of directors and other managing officers thereof are such individuals and in which at least 75 per centum of the voting interest is owned or controlled by persons who are citizens of the United States or of one of its possessions."

[2] Upon the transfer of the ownership of the aircraft to a person who is not the possessor of a valid dealers' registration certificate, the parties to the sale will execute the new form ACA 500 in accordance with the instructions on the reverse side thereof. The portion marked "part B" shall be retained in the aircraft and will entitle the purchaser to operate the aircraft for 60 days pending registration in his name by the Administrator.

§ 502.6 *Notice.* The holder of a dealers' registration certificate shall notify the Administrator immediately of any change which affects his status as a citizen of the United States as defined in section 1 (13) of the Civil Aeronautics Act of 1938, or other change of the conduct of his business which affects his eligibility for a dealers' aircraft registration certificate.

PART 503—RECORDATION OF AIRCRAFT OWNERSHIP

Sec.
503.1 Basis and purpose.
503.2 Definitions.
503.3 Eligibility of conveyances.

AUTHORITY: §§ 503.1 to 503.3 issued under secs. 205 (a), 308, 52 Stat. 984, 986; 49 U. S. C. 425 (a), 458.

SOURCE: §§ 503.1 to 503.3 appear at 13 F. R. 5310.

§ 503.1 *Basis and purpose.* The purpose of this part is to prescribe regulations for recordation of conveyances affecting the title to, or any interest in, any aircraft registered under the provisions of section 501 of the Civil Aeronautics Act of 1938, as amended, and Part 501 or Part 502 of this chapter. The basis for this part is found in sections 308 and 503 of the Civil Aeronautics Act of 1938, as amended.

§ 503.2 *Definitions.* As used in this part, "conveyance" means:

(a) A bill of sale, contract of conditional sale, mortgage, assignment of mortgage, or other instrument affecting title to, or interest in, aircraft; and

(b) Any release, cancellation, discharge, or satisfaction relating to any conveyance or other instrument recorded under this part.

§ 503.3 *Eligibility of conveyances.* A conveyance shall be eligible for recordation only if:

(a) It is executed upon the form prescribed by the Administrator for such type of conveyance, or upon a form deemed by the Administrator to be its equivalent;

(b) It is accompanied by a duly executed application for registration and the required registration fee, and complies with the other provisions of either § 501.3 (a) or (b) of this chapter, whichever is applicable: *Provided,* That this paragraph shall not apply to conveyances affecting an interest in, but not title to, the aircraft;

(c) It affects an aircraft currently registered under the terms of the Civil Aeronautics Act of 1938, as amended;

(d) It is accompanied by the required recordation fee (see § 405.51 (c): *Provided,* That this paragraph shall apply only to conveyances executed for security purposes, and not to any release, cancellation, discharge, or satisfaction thereof; and

(e) It is acknowledged before a notary public or other officer authorized by law of the United States, or of a State, Territory or possession thereof, or the District of Columbia, to take acknowledgement of deeds.

PART 504—RECORDATION OF ENCUMBRANCES AGAINST SPECIFICALLY IDENTIFIED AIRCRAFT ENGINES

Sec.
504.1 Basis and purpose.
504.2 Definitions.
504.3 Eligibility of conveyances.

AUTHORITY: §§ 504.1 to 504.3 issued under secs. 205 (a), 308, 52 Stat. 984, 986; 49 U. S. C. 425 (a), 458.

SOURCE: §§ 504.1 to 504.3 appear at 13 F. R. 5310.

§ 504.1 *Basis and purpose.* The purpose of this part is to prescribe regulations for recordation of conveyances affecting the title to, or any interest in, any specifically identified aircraft engine or engines of seven hundred and fifty or more rated take-off horsepower for each such engine or the equivalent of such horsepower. The basis for this part is found in sections 308 and 503 of the Civil Aeronautics Act of 1938, as amended.

§ 504.2 *Definitions.* As used in this part, "conveyance" means:

(a) Any lease, mortgage, equipment trust, contract of conditional sale, or other instrument executed for security purposes, which instrument affects the title to, or any interest in, any specifically identified aircraft engine or engines of seven hundred and fifty or more rated take-off horsepower for each such engine or the equivalent of such horsepower;

(b) Any assignment, amendment, or supplement of or to any of the instruments set forth in paragraph (a) of this section; and

(c) Any release, cancellation, discharge, or satisfaction relating to any of the instruments set forth in paragraphs (a) and (b) of this section.

§ 504.3 *Eligibility of conveyances.* A conveyance shall be eligible for recordation only if:

(a) It affects an aircraft engine which is specifically identified by make, model, and by manufacturer's serial number;

(b) It affects an aircraft engine of seven hundred and fifty or more rated take-off horsepower or the equivalent of such horsepower;

(c) It is accompanied by the required recordation fee (see § 405.52 (c): *Provided,* That this paragraph shall not apply to any release, cancellation, discharge, or satisfaction relating to any conveyance recorded under this part; and

(d) It is acknowledged before a notary public or other officer authorized by law of the United States, or of a State, Territory, or possession thereof, or the District of Columbia, to take acknowledgment of deeds.

PART 505—RECORDATION OF ENCUMBRANCES AGAINST AIRCRAFT ENGINES, PROPELLERS, APPLIANCES, OR SPARE PARTS

Sec.
505.1 Basis and purpose.
505.2 Definitions.
505.3 Eligibility of conveyances.

AUTHORITY: §§ 505.1 to 505.3 issued under secs. 205 (a), 308, 52 Stat. 984, 986; 49 U. S. C. 425 (a), 458.

SOURCE: §§ 505.1 to 505.3 appear at 13 F. R. 5311.

§ 505.1 *Basis and purpose.* The purpose of this part is to prescribe regulations for recordation of conveyances affecting the title to, or any interest in, any aircraft engines, propellers, or appliances maintained by or on behalf of an air carrier certificated under section 604 (b) of the Civil Aeronautics Act of 1938, as amended, for installation or use in aircraft, aircraft engines, or propellers, or any spare parts maintained by or on behalf of such an air carrier, which instrument need only describe generally by types the engines, propellers, appliances, and spare parts covered thereby and designate the location or locations thereof. The basis for this part is found in sections 308 and 503 of the Civil Aeronautics Act of 1938, as amended.

§ 505.2 *Definitions.* As used in this part, "conveyance" means:

(a) Any lease, mortgage, equipment trust, contract of conditional sale, or other instrument executed for security purposes, which instrument affects the title to, or any interest in, any aircraft engines, propellers, appliances, or spare parts maintained by or on behalf of an air carrier certificated under section 604 (b) of the Civil Aeronautics Act of 1938, as amended;

(b) Any assignment, amendment, or supplement of or to any of the instruments set forth in paragraph (a) of this section; and

(c) Any release, cancellation, discharge, or satisfaction relating to any of the instruments set forth in paragraphs (a) and (b) of this section.

§ 505.3 *Eligibility of conveyances.* A conveyance shall be eligible for recordation only if:

(a) It affects aircraft engines, propellers, appliances, or spare parts maintained by or on behalf of an air carrier certificated under section 604 (b) of the Civil Aeronautics Act of 1938, as amended;

(b) It specifically describes the location or locations of the aircraft engines, propellers, appliances, and spare parts covered thereby;

(c) It is accompanied by the required recordation fee (see § 405.53 (c): *Provided*, That this paragraph shall not apply to any release, cancellation, discharge, or satisfaction relating to any conveyance recorded under this part; and

(d) It is acknowledged before a notary public or other officer authorized by law of the United States, or of a State, Territory, or possession thereof, or the District of Columbia, to take acknowledgment of deeds.

PART 550—FEDERAL AID TO PUBLIC AGENCIES FOR DEVELOPMENT OF PUBLIC AIRPORTS

Sec.

550.1 Definitions.
550.2 Eligible sponsors.
550.3 Eligible airport development.
550.4 Project costs.
550.5 Procedure.
550.6 Agency and co-sponsorship.
550.7 Performance of construction work.
550.8 Accounting and audit.
550.9 Grant payments.
550.10 Memoranda and hearings.
550.11 Forms.

AUTHORITY: §§ 550.1 to 550.11 issued under 60 Stat. 170.

SOURCE: §§ 550.1 to 550.11 appear at 14 F. R. 2402.

§ 550.1 *Definitions.* All terms in the regulations in this part which are defined in the Federal Airport Act and are not defined in this section shall have the meaning given to them in the act. As used in this part, unless the context otherwise requires, the following terms shall have the meaning indicated:

(a) "Act" means the Federal Airport Act (60 Stat. 170; 49 U. S. C. 1101), as amended.

(b) "Administrator" means the Administrator of Civil Aeronautics or his duly authorized representative.

(c) "CAA" means the Civil Aeronautics Administration of the United States Department of Commerce.

(d) "Class 4 or larger airport" means an airport which, in the opinion of the Administrator, upon completion of the project proposed would meet generally the standards for a Class 4 or larger airport as set forth in the following Table of the Civil Aeronautics Administration Bulletin, "Airport Design," dated April 1, 1944:

AIRPORT SIZE PLANNING STANDARDS

Recommended minimum standards	Class I	Class II	Class III	Class IV	Class V
Length of landing strips [1]	1,800 to 2,700 feet	2,700 to 3,700 feet	3,700 to 4,700 feet	4,700 to 5,700 feet	5,700 feet and over.
Width of usable landing strips	300 feet	500 feet	500 feet	500 feet	500 feet.
Length of runways	None	2,500 to 3,500 feet	3,500 to 4,500 feet	4,500 to 5,500 feet	5,500 feet and over.
Width of runways	None	150 feet (night operations) 100 feet (day operations only).	200 feet (instrument) 150 feet (night operations)	200 feet (instrument) 150 feet (night operations).	200 feet (instrument). 150 feet (night operations).
Number of landing strips and runways [2] determined by percentage of winds including calms [3] covered by landing strip and runway alignment.	70 percent	75 percent	80 percent	90 percent	90 percent.
Facilities	Drainage; fencing; marking; wind direction indicator; hangar; basic lighting (optional)	Include class I facilities and lighting; hangar and shop; fueling; weather information; office space; parking.	Include class II facilities and Weather Bureau 2-way radio; visual traffic control; instrument approach system (when required); administration building, taxiways and aprons.	Same as class III	Same as class IV.

[1] All of the above landing strip and runway lengths are based on sea-level conditions; for higher altitudes increases are necessary. One surfaced runway of dimensions shown above is recommended for each landing strip for airports in classes II, III, IV and V.

[2] Landing strips and runways should be sufficient in number to permit take-offs and landings to be made within 22½° of the true direction for the percentage shown above of winds 4 miles per hour and over, based on at least a 10-year Weather Bureau wind record where possible.

[3] Calms: Negligible wind conditions of 3 miles per hour and under.

(e) "District Airport Engineer" means the director of a district office of the Airports Branch of a CAA regional office or his duly authorized representative.

(f) "Joint project" means any project sponsored by two or more sponsors.

(g) "National Airport Plan" means a plan for the development of public airports in the United States, the Territory of Alaska, the Territory of Hawaii, Puerto Rico, and the Virgin Islands, prepared and revised annually by the Administrator.

(h) "Program" means a program prepared by the Administrator listing proposed projects to be undertaken within the limits of currently available funds.

(i) "Project" means a project for the accomplishment of airport development with respect to a particular airport as set forth in a Grant Agreement or Project Application submitted in accordance with the regulations in this part.

(j) "Regional Administrator" means the director of a CAA regional office or his duly authorized representative.

(k) "Superintendent of Airports" means the director of the Airports Branch of a CAA regional office or his duly authorized representative.

§ 550.2 *Eligible sponsors.* To be eligible to submit a Project Application under the regulations in this part, a sponsor must meet the following requirements:

(a) A sponsor must be a "public agency" as said term is defined and used in the act and may not be the United States or any agency thereof unless the project is located in the Territory of Alaska, in the Territory of Hawaii, in Puerto Rico, in the Virgin Islands or in a national park, national recreation area, national monument, or national forest;

(b) A sponsor (or the sponsors of a joint project, between them) must be legally, financially, and otherwise able and in a position: (1) To make all certifications, representations, and warranties contained in the Project Application Form, Form ACA–1624 (§550.11 (b)); (2) to make, keep and perform all assurances, agreements, and covenants contained in Parts III and IV of said Form; and (3) to meet all other applicable requirements of the act and of the regulations of this part.

(c) A sponsor (or the sponsors of a joint project, between them) must have

or be in a position to obtain sufficient funds to meet the requirements of § 550.5 (c) (1), and must have or be in a position to acquire property interests meeting the requirements of § 550.5 (c) (2).

§ 550.3 *Eligible airport development*—(a) *Minimum requirements.* Each proposed project shall include sufficient airport development to provide a safe, usable, and useful airport facility or add materially to the safety or utility of an existing airport: *Provided,* That the Administrator may approve a project which does not meet this requirement when special conditions so warrant and in so doing may prescribe such special conditions as he determines to be necessary to protect the interests of the United States. To be eligible for inclusion in a project, an item of airport development must meet the following minimum requirements:

(1) The proposed airport development shall be within the scope of the latest revision of the National Airport Plan.

(2) The proposed airport development shall be in accordance with standards established or approved by the Administrator for the various types of development involved.

(3) If the proposed airport development involves further development of an existing Class 4 or larger airport, or the development of an airport which upon completion of the project will be a Class 4 or larger airport, current Congressional authorization for such development must have been granted pursuant to section 8 of the act.

(4) Unless specifically authorized by the Administrator, the proposed airport development shall not include any work which the sponsor of the project or any other non-Federal public agency is obligated to accomplish by reason of any previous agreement with or commitment to the United States.

(b) *Eligible types of airport development.* The Administrator will approve only airport development which falls within one or more of the classifications set forth in the following subparagraphs.

(1) *Construction work.* The following types of construction work shall be eligible for inclusion in a project:

(i) Preparation of an airport site or any portion thereof, including clearing, grubbing, filling and grading.

(ii) Dredging of seaplane anchorages and channels.

(iii) Drainage work either on or off an airport or airport site.

(iv) Construction, alteration and repair of administration, terminal and service buildings; airport control tower structures; shops for repair and maintenance of airport equipment, plant, and structures; seaplane ramps and docks; and any other buildings and structures necessary for the proper use, operation, management and maintenance of an airport as a public facility other than hangars and living quarters.

(v) Construction, alteration and repair of runways, taxiways, aprons, and automobile parking areas within the limits of an airport or airport site.

(vi) Construction, alteration and repair of access roads and walks either on or off an airport or airport site.

(vii) Fencing, landscaping, seeding and sodding of an airport or airport site.

(viii) Installation, alteration and repair of airport markers and airport lighting facilities and equipment.

(ix) Construction, installation and connection of utilities either on or off an airport or airport site.

(x) Removal, lowering, relocating, marking and lighting of airport hazards.

(xi) Clearing, grading, and filling to permit the installation of landing aids.

(xii) Relocation of roads and utilities necessary to permit airport development.

(xiii) Such other work as may be specifically approved by the Administrator.

(2) *Land acquisition.* The acquisition of land or of any interest therein, or of any easement through or other interest in air space, shall be eligible for inclusion in a project when such acquisition is necessary:

(i) To permit the accomplishment of other airport development, whether or not such development is to be accomplished as part of the Federal-aid Airport Program; or

(ii) To prevent or limit the establishment of airport hazards; or

(iii) To permit the removal, lowering, relocation, or marking and lighting of existing airport hazards; or

(iv) To permit the installation of landing aids; or

(v) To permit proper use, operation, management, and maintenance of the airport as a public facility.

The term "acquisition of land" as used in this subparagraph shall include acquisition of lands already developed as a privately owned airport and of all structures, fixtures, and improvements thereon constituting a part of the realty.

§ 550.4 *Project costs*—(a) *Eligibility.* All project costs, as defined in section 2 (a) (6) of the act, including the value of land, labor, materials and equipment donated, contributed or loaned to the sponsor and appropriated to the project by the sponsor, shall be eligible for consideration as to their allowability except the following:

(1) Any cost of obtaining title to or the use of any lands or any interests in air space under section 16 of the act.

(2) That portion of the cost of rehabilitation or repair for which funds have been appropriated by the Congress under section 17 of the act.

(3) That portion of the cost of acquiring a privately owned existing airport which represents the cost of acquiring buildings which are subsequently to be used as hangars or living quarters at such airport.

(4) The costs of materials and supplies owned by the sponsor or furnished from a source of supply owned by the sponsor where (i) such materials and supplies were used for airport development prior to the execution of the Grant Agreement, or (ii) such costs are not supported by proper evidence of quantity and value.

(5) The purchase price of machinery, tools, or equipment purchased by a sponsor for use in accomplishing work under a project by sponsor's force account.[1]

(6) The costs of general area, urban, or state-wide planning of airports, as distinguished from the planning of a specific project.

(b) *Allowability.* In order to be an allowable project cost, for the purpose of computing the amount of a grant, each item of project costs paid or incurred must, in the opinion of the Administrator, meet the following conditions:

(1) It must have been a necessary cost incurred in accomplishing airport development in conformity with the approved plans and specifications for an approved project and with the terms and conditions of the Grant Agreement entered into in connection with such project.

(2) It must be reasonable in amount (if not reasonable in amount, it shall be subject to partial disallowance in accordance with section 13 (3) of the act).

(3) It must have been incurred subsequent to the date of execution of the Grant Agreement, except that costs of land acquisition, field surveys, planning, and the preparation of plans and specification, and administrative and incidental costs, shall be allowable though incurred prior to the execution of such Grant Agreement: *Provided,* That no item of project cost shall be allowable if incurred prior to May 13, 1946.

(c) *United States share of project costs.* The United States share of the allowable project costs of a project shall be determined as provided in the following subparagraphs.

(1) *Project costs other than land acquisition costs*—(i) *Class 3 or smaller airports.* The United States share of the project costs (other than costs of land acquisition) of an approved project for the development of a Class 3 or smaller airport, wherever located, shall be 50 percent of the allowable project costs of the project (other than costs of land acquisition), except that this share, in the case of any State containing unappropriated and unreserved public lands and nontaxable Indian lands (individual and tribal) exceeding 5 percent of the total area of all lands therein shall be increased as provided in section 10 (b) of the act, and except that the United States share shall be 75 percent in the case of the Territory of Alaska and the Virgin Islands, all as set forth in the following table:

UNITED STATES PERCENTAGE SHARE OF ALLOWABLE PROJECTS COSTS IN STATES CONTAINING UNAPPROPRIATED AND UNRESERVED PUBLIC LANDS AND NONTAXABLE INDIAN LANDS

State	Percentage	State	Percentage
Arizona	60.83	Oklahoma	51.39
California	54.16	Oregon	56.02
Colorado	53.33	South Dakota	53.09
Idaho	56.29	Utah	61.88
Montana	53.53	Washington	51.78
Nevada	62.50	Wyoming	57.49
New Mexico	56.90		

NOTE: The percentages listed in this table will vary as changes occur with respect to

[1] This is not to be construed as excluding the fair rental value of machinery, tools, or equipment owned by a sponsor as project costs eligible for consideration as to their allowability.

the area of unappropriated and unreserved public lands and nontaxable Indian lands in the several States, in which event such changed percentages will be used by the Administrator in determining the United States share of allowable project costs other than costs of land acquisition.

(ii) *Class 4 or larger airports.* The United States share of the project costs (other than costs of land acquisition) of an approved project for the development of a Class 4 or larger airport, wherever located, shall be computed as follows:

(*a*) For that portion of the total allowable project costs of such a project (other than costs of land acquisition) which when added to all such costs of other projects for development of the same airport, is $5,000,000 or less, the percentage used in determining the United States share of such costs shall be the percentage which would apply if the project were one for the development of a Class 3 or smaller airport, as prescribed in subdivision (i) of this subparagraph;

(*b*) For each additional $1,000,000 or portion thereof over and above such $5,000,000 figure and up to and including $11,000,000, the percentage used in determining the United States share of such portion of the allowable project costs of such a project (other than costs of land acquisition) shall be 5 percent less than the percentage applicable to the next lower $1,000,000;

(*c*) For that portion of the allowable project costs of such a project (other than costs of land acquisition) above such $11,000,000 figure, the percentage used in determining the United States share of such portion shall be the same as the percentage applicable to allowable project costs between $10,000,000 and $11,000,000.

The application of this formula in the Territories, Puerto Rico, the Virgin Islands, and States other than public lands States, is shown in the following table:

Increments of aggregate allowable project costs (other than land acquisition costs)	United States share in Territory of Hawaii, Puerto Rico, the Virgin Islands, and States other than public lands States			United States share in Alaska and the Virgin Islands
	Percentage	Federal share	Cumulative Federal share	
First $5,000,000	50	$2,500,000	$2,500,000	75
Next $1,000,000	45	450,000	2,950,000	70
Next $1,000,000	40	400,000	3,350,000	65
Next $1,000,000	35	350,000	3,700,000	60
Next $1,000,000	30	300,000	4,000,000	55
Next $1,000,000	25	250,000	4,250,000	50
Next $1,000,000	20	200,000	4,450,000	45
Total exceeding $11,000,000	20			45

(2) *Land acquisition costs.* The United States share of the project costs of an approved project which represent costs of land acquisition shall be 25 percent of the allowable costs of such acquisition regardless of the size or location of the airport to be developed.

§ 550.5 *Procedure*—(a) *Request for Federal aid.* An eligible sponsor desiring to obtain Federal aid for the accomplishment of eligible airport development shall submit to the District Airport Engineer of the District in which the sponsor is located a Request for Federal Aid on Form ACA–1623 (§ 550.11 (a)). All such Requests for Federal Aid will serve as the basis and justification for inclusion of proposed projects in the Program and will be considered as preliminary notices of intent on the part of sponsors to participate in the Federal-Aid Airport Program.

(b) *Tentative allocation of funds.* If a proposed project is selected by the Administrator for inclusion in the Program, the Administrator will make a tentative allocation of funds for such project and will transmit a notice of such allocation to the sponsor through the District Airport Engineer. Such tentative allocation will be subject to withdrawal upon failure of the sponsor to submit an acceptable Project Application pursuant to paragraph (c) of this section or to proceed with the project with due diligence.

(c) *Project application.* As soon as practicable after receipt of notice of tentative allocation for a proposed project, a sponsor shall prepare a Project Application on Form ACA–1624 (§ 550.11 (b)) and submit such Application to the District Airport Engineer. A Project Application shall be executed by the sponsor without change in the language of the form unless prior approval for deviation therefrom has been obtained from the Administrator: *Provided,* That in the case of a joint project, each sponsor may execute only those provisions of the Project Application which are applicable to the particular sponsor. At the discretion of the Regional Administrator a sponsor which has executed a Grant Agreement for a project for development of an airport under the Program will be permitted to submit additional project applications for further development of such airport on Form ACA–1624.1 (§ 550.11 (c)).

(1) *Funds.* Each Project Application submitted by a sponsor which is to furnish all or any portion of the project funds not to be furnished by the United States, shall state that such sponsor has on hand, or show that it is in a position to obtain as and when needed, funds sufficient to pay all estimated costs of the proposed project which are not to be borne by the United States or by another sponsor: *Provided,* That if any of such funds are to be furnished to a sponsor, or used to pay project costs on behalf of a sponsor by a State agency or any other public agency which is not itself to be a sponsor of the proposed project, evidence satisfactory to the Administrator that such funds will be so provided if the proposed project is approved may be submitted by the public agency which is to provide the funds rather than by the sponsor.

(2) *Lands.* Each Project Application submitted by a sponsor shall state all of the property interests which the sponsor then holds in all lands [2] to be developed or used as part of or in connection with the airport as it will be upon completion of the proposed project. In addition, each Project Application shall contain a covenant on the part of the sponsor to acquire prior to the start of any construction work under the project, or if the lands in question are not needed for such construction, within a reasonable time, property interests satisfactory to the Administrator in all of the lands [2] in which it does not hold such property interests at the time its Project Application is submitted: *Provided,* That in the case of a joint project, the necessary property interests may be held or acquired by any one or combination of the sponsors, in which event, the Project Application of each individual sponsor may show only those property interests which that particular sponsor holds or is to acquire. Each Project Application shall be accompanied by a property map designated as "Exhibit A" which shall clearly identify and show all lands described above, designating all prior and proposed acquisitions of property interests in any of such lands for which Federal aid is requested under the proposed project.

(3) *Property interests.* In general, the property interest which a sponsor or sponsors must have or agree to acquire in all lands to be used for landing area or building area purposes in order to meet the requirements of subparagraph (2) of this paragraph is either: (i) Title free and clear of any reversionary interest, lien, easement, lease or other encumbrance which, in the opinion of the Administrator, would be of such a nature as to create an undue risk that its existence might deprive the sponsor or sponsors of possession or control of such lands, interfere with their use for public airport purposes, or make it impossible for the sponsor (or any sponsor of a joint project) to carry out and perform any of the assurances, agreements, and covenants contained in Parts III and IV of the Project Application Form (§ 550.11 (b)); or (ii) a long-term leasehold estate granted to the sponsor or sponsors by another public agency having such title, on terms and conditions satisfactory to the Administrator. With respect to "off-site" areas, the minimum property interest which a sponsor or sponsors must have or agree to acquire in the lands comprising such areas, in order to meet the requirements of subparagraph (2) of this paragraph, is an easement or leasehold estate which, in the opinion of the Administrator, is sufficient to provide reasonable assurance that the sponsor or sponsors will not be deprived of its or their right to occupy and use such lands for the purpose intended during whatever period of time such use may be necessary in order to meet the requirements of the regulations in this part.

(4) *Plans and specifications.* Each Project Application shall incorporate by reference plans and specifications describing all items of airport development for which Federal aid is requested under the proposed project, which plans and specifications shall be submitted with the Project Application unless previously submitted or submitted with the Project Application of another sponsor of the proposed project. Such plans and speci-

[2] As used herein, the term "lands" includes among other areas, landing areas, building areas, and areas required for "off-site" construction, access roads, drainage, protection of approaches, installation of air navigation facilities, or other airport purposes.

fications shall be prepared so as to provide for accomplishment of the proposed project in accordance with the provisions of the regulations of this part and with all applicable local laws and ordinances and regulations and shall be in final form: *Provided*, That in special cases, the Administrator may authorize postponement of the submission of final plans and specifications until a later date to be specified in the Grant Agreement, if the sponsor has submitted preliminary plans and specifications prepared in sufficient detail to identify all items of airport development included in the project.

(d) *Offer.* Upon approval of a project the Administrator will make an offer to the sponsor or sponsors to pay the United States share of the allowable project costs of the project. Such offer will be transmitted to the sponsor or sponsors and will state a definite amount as the maximum obligation of the United States. Such offer shall be subject to revision, amendment, modification or withdrawal by the Administrator at his discretion at any time prior to acceptance thereof by the sponsor or sponsors (see § 550.11 (d) for description of general form of offer).

(e) *Amendment of offer.* If, in the opinion of the sponsor or sponsors, the amount of the maximum obligation of the United States stated in an offer is insufficient to cover the United States share of the allowable project costs, the sponsor or sponsors may request a revised offer, transmitting such request to the Administrator through the District Airport Engineer.

(f) *Acceptance of offer.* An offer shall be accepted by the sponsor or sponsors within sixty (60) days from the date thereof unless otherwise authorized by the Administrator. Such acceptance shall be made by execution of the offer in the manner prescribed therein, by an official of the sponsor who has been duly authorized to take such action by resolution or ordinance of the governing body of the sponsor. Said resolution or ordinance shall be adopted by the sponsor's governing body at a meeting held pursuant to all applicable local laws and ordinances and shall set forth at length the terms of the offer and shall specifically ratify and adopt all statements, representations, warranties, covenants and agreements contained in the Project Application. A certified copy of such resolution or ordinance shall be attached to each executed copy of an accepted offer or Grant Agreement delivered to the Administrator.

(g) *Grant agreement.* An offer of the Administrator to pay a portion of the allowable project costs and an acceptance thereof by the sponsor or sponsors in accordance with paragraph (f) of this section shall constitute a Grant Agreement between the sponsor or sponsors and the United States. Unless and until such a Grant Agreement has been executed with respect to a project in accordance with the requirements of the regulations in this part, the United States shall not pay or be obligated to pay any portion of the project costs which have been or may be incurred in carrying out the project. (See § 550.11 (d) for description of general form of grant agreement.)

(h) *Amendment of grant agreement.* When mutually agreed upon between the Administrator and the sponsor or sponsors of a project, a Grant Agreement may be amended after execution thereof, if:

(1) The amendment will not increase the maximum obligation of the United States under such Grant agreement,

(2) The amendment provides only for airport development within the scope of the latest revision of the National Airport Plan, and

(3) The Administrator determines that such amendment is necessary to protect or advance the interests of the United States in civil aviation.

Upon agreement for amendment, the Administrator will issue to the sponsor or sponsors a supplementary agreement incorporating the amendments as approved. Such agreement shall be executed by the sponsor or sponsors in accordance with the regulations governing acceptance of an offer (paragraph (f) of this section).

(i) *Projects for rehabilitation or repair for which the sponsors have requested reimbursement under section 17 of the act.* Section 17 of the act and Part 560 of the regulations of the Administrator provide for reimbursement to public agencies for the necessary rehabilitation or repair of public airports substantially damaged by Federal agencies. The rehabilitation or repair of a damaged area (as defined in § 560.1 (f) of this chapter) or damaged facility (as defined in § 560.1 (g)) may be accomplished by restoration (as defined in § 560.1 (o)) of the area or facility or by betterment (as defined in § 560.1 (d)) of such area or facility. In either case, the amount of reimbursement payable under section 17 is limited to and may not exceed the cost of restoration. Ordinarily, in cases involving betterment, the cost of the rehabilitation or repair to be accomplished will exceed the amount of reimbursement payable therefor. If the estimated cost of such an item or items of rehabilitation or repair (item of betterment) does exceed the amount of reimbursement payable therefor, the public agency may submit, subject to the applicable requirements of the act and the regulations in this part, a Project Application on Form ACA–1624 requesting approval of a project under this part for the accomplishment of such item or items of betterment. Such a Project Application should describe the item or items of betterment as the airport development to be accomplished and should be limited to such development, should identify the request for reimbursement which has been made by the sponsor, state the current status of such request as known to the sponsor, and set out in the summary of estimated project costs all costs involved. Such a Project Application should be submitted prior to certification to the Congress (pursuant to section 17) of the cost of the rehabilitation or repair which would result from accomplishment of the item or items of betterment contemplated if a project under the Federal-aid Airport Program is planned at that time, or as soon thereafter as possible. If such a certification is made and the project is approved by the Administrator, the grant offer tendered to the sponsor will provide for payment of the United States share, not to exceed a stated maximum amount, of the allowable project costs of the items of betterment included in the project, in excess of the amount of reimbursement for such items included in said certification. If such an offer is accepted by the sponsor, partial grant payments of the United States share of allowable project costs will be made as the project work progresses and costs are incurred therefor, in accordance with the provisions of the grant agreement and the principles stated in § 550.9 (b), and if funds for the items of betterment included in the project have been appropriated pursuant to the certification, progress reimbursement payments may be made simultaneously in accordance with Part 560 of this chapter.

§ 550.6 *Agency and co-sponsorship—*(a) *General.* In the case of any project in which two or more public agencies desire to participate to any extent, either in accomplishing airport development under the project or in the maintenance and operation of the airport, the participating public agencies shall comply with the provisions of this section with respect to either co-sponsorship or agency: *Provided*, That a public agency which desires to participate in a project only by contributing funds to a sponsor need not become a sponsor of the project nor an agent of the sponsor as provided in this section, and any funds so contributed will be considered as funds of the sponsor for purposes of the act and the regulations in this part.

(b) *Co-sponsorship.* Any two or more public agencies desiring to participate in a project may serve as sponsors of such a project if they meet all applicable requirements of the regulations in this part including the following:

(1) Each sponsor shall meet the eligibility requirements of § 550.2.

(2) The sponsor shall submit a single Project Application, executed by all of the sponsors, clearly indicating the certifications, representations, warranties and obligations made or assumed by each individual sponsor: *Provided*, That if the sponsors so desire, each sponsor may submit a separate Project Application which does not meet all the requirements of the regulations in this part if, in the opinion of the Administrator, the Project Applications submitted by all sponsors collectively meet the requirements of the regulations in this part as applied to a project sponsored by a single sponsor.

(3) Each Project Application submitted by sponsors which are not willing to assume, jointly and severally, all of the obligations to the United States required to be assumed by a sponsor, shall be accompanied by a true copy of an agreement between the sponsors, satisfactory to the Administrator, which will be incorporated in and become a part of the executed Grant Agreement. Each such sponsor's agreement shall set forth:

(i) The responsibilities of each sponsor to the others with respect to the accomplishment of the development proposed and the subsequent operation and maintenance of the airport:

(ii) The obligations which each proposes to assume to the United States; and

(iii) The sponsor or sponsors which will accept, receipt for, and disburse grant payments.

If an offer is made to the sponsors of a joint project as provided in § 550.5 (d), such offer will contain a specific condition stating that the offer is made in accordance with the terms of the agreement between the sponsors, which agreement will be incorporated therein by reference, and that, by acceptance of the offer, each of the sponsors assumes only its respective obligations as agreed upon in said agreement between the sponsors.

(c) *Agency.* If a public agency so desires and such action is required or permitted under state or local laws, it may, with or without participating financially, serve as agent of the public agency which is to own and operate the airport and need not itself become a sponsor of the project. In all such cases, an agency agreement clearly outlining the terms and conditions of the agency and the authority vested in the agent to act for and on behalf of the sponsor shall have been entered into, which agreement must be satisfactory to the Administrator. Such agency agreement shall have been executed on behalf of the sponsor pursuant to authority granted by its governing body at a meeting held in accordance with all applicable state and local laws. A true copy of the agency agreement shall be submitted with the sponsor's Project Application. If an offer is made to a sponsor as provided in § 550.5 (d) where an agency relationship exists between such sponsor and some other public agency, such offer may be accepted by the agent in the name and on behalf of the sponsor only if such acceptance has been specifically and lawfully authorized by the governing body of the sponsor and such authority is specifically set forth in the agency agreement.

§ 550.7 *Performance of construction work*—(a) *General.* All construction work under any project shall be accomplished by contract unless the District Airport Engineer determines that the project, or any portion thereof, can be more effectively and economically accomplished through use of sponsor's force account. In no instance will such use of force account be approved for work under any one project in the continental United States if the estimated United States share of the cost of all work accomplished or to be accomplished under such project by force account (including related engineering costs but excluding costs incurred in the preparation of plans and specifications) exceeds $15,000.

(b) *Letting of contracts.* A sponsor shall comply with the following requirements in awarding construction contracts with respect to the performance of any work under a project:

(1) Unless some other method is approved by the Regional Administrator for use on a particular project, all such contracts in excess of $2,000 shall be awarded on the basis of public advertisement and open competitive bidding in the same manner as provided by local law for the letting of public contracts.

(2) There shall be no advertisement for bids on or negotiation of such a contract until the Regional Administrator has approved the plans and specifications and has furnished the sponsor a schedule of the minimum wage rates which the contractor shall pay skilled and unskilled labor, as determined by the Secretary of Labor. Such minimum wage rates shall be stated in the invitation for bids or incorporated therein by reference to a schedule of minimum wage rates contained in the advertised specifications. Prior thereto, at a time specified by the District Airport Engineer, the sponsor shall submit to the District Airport Engineer a list of the various classes of labor to be employed in the proposed work, together with a suggested schedule of the minimum wage rates for each such class.

(3) No such contract shall be awarded except with the written concurrence of the District Airport Engineer as to the reasonableness of the contract prices and conformity of the contract to the sponsor's Grant Agreement with the United States. The sponsor shall submit to the District Airport Engineer after the opening of bids a tabulation thereof and its recommendations for award. Ordinarily, such concurrence will not be given for acceptance of other than the lowest bid received. However, if the sponsor considers the lowest bidder unqualified, incapable, or not responsible, the next lowest bidder may be recommended for approval, giving full justification for the proposed action.

(c) *Compliance with local laws.* All contracts shall meet the requirements of local laws.

(d) *Contract requirements.* All construction contracts let by a sponsor with respect to any project shall contain, in addition to such other provisions as may be necessary to ensure accomplishment of the work involved in accordance with the sponsor's Grant Agreement provisions requiring:

(1) That the contractor obtain the prior written consent of the sponsor to any proposed assignment of any interest in or part of the contract.

(2) That no convict labor be employed under the contract, and that in the employment of labor (except executive, administrative, or supervisory) preference be given, where they are qualified, to individuals who served in the military services of the United States as defined in section 101 (1) of the Soldiers and Sailors Civil Relief Act of 1940 and who have been honorably discharged from such service: *Provided,* That such preference shall apply only where such labor is available locally and qualified to perform work to which the employment relates.

(3) That the contractor pay all skilled and unskilled labor employed under the contract not less than minimum wage rates pre-determined by the Secretary of Labor for such labor.

(4) That the contractor comply with the so-called "Kick-back Statute", Public Law 324, 73d Congress (48 Stat. 948), and the regulations issued by the Secretary of Labor pursuant thereto, 29 CFR, Supps., Part 3, 13 F. R. 524.

(5) That the contractor permit the Administrator or his duly authorized representatives to inspect and review all work, materials, payrolls, records of personnel, conditions of employment, invoices of materials, books of account, and other relevant data and records with respect to the contract.

(e) *Notices to proceed.* No sponsor shall permit any contractor or subcontractor to begin work under an approved project until the sponsor has issued to the contractor a written notice to proceed with such work. No such notice to proceed shall be issued until the sponsor has furnished the District Airport Engineer three conformed copies of the construction contract and has satisfied the Regional Administrator that the required property interests in all lands on which construction work will be performed under the project have been acquired by such sponsor or some other sponsor of the project.

(f) *Change orders.* No sponsor shall issue any change order under any of its construction contracts unless such change order has been approved in writing by the District Airport Engineer. Such change orders shall be on a form satisfactory to the District Airport Engineer and three copies thereof shall be submitted to the District Airport Engineer at the time approval is requested.

(g) *Payments to the contractor.* A sponsor may make partial payments to a contractor on the basis of an estimate of work performed and materials delivered to the site as may be provided for in the contract.

(h) *Force account work.* Before undertaking any construction work by sponsor's force account, a sponsor shall obtain the written approval of the District Airport Engineer. In requesting such approval a sponsor shall submit to the District Airport Engineer the following:

(1) Adequate plans and specifications showing the nature and extent of the construction work to be accomplished by sponsor's force account;

(2) A schedule of the proposed construction and of the construction equipment that will be available for the project;

(3) Assurance that adequate labor, material and equipment, together with adequate supervisory, engineering, and inspection personnel will be provided;

(4) A detailed estimate of cost of such force account work, broken down for each class of costs involved, such as labor, materials, rental of equipment, and other pertinent items of cost.

Whenever an application for grant payment involving sponsor's force account work is made by a sponsor pursuant to § 550.9, such application shall be accompanied by a periodic cost estimate for such work on Form ACA–1629 (§ 550.11 (e)).

(i) *Owner contracts.* Contracts with the owners of airport hazards, buildings, pipe lines, power lines, or other structures or facilities, for the installation, extension, removal or relocation thereof, are exempt from the requirements of this section except that a sponsor shall obtain the approval of the District Airport Engineer before entering into any such contract.

§ 550.8 *Accounting and audit*—(a) *Accounting procedure.* Each sponsor shall establish and maintain an accounting system adequate to permit determination by the Administrator of the allowable costs of the project. Project costs shall be so segregated and grouped that the sponsor will be able to furnish, whenever required, cost data in the following cost classifications:

(1) Purchase price or value of land.

(2) Incidental costs of land acquisition.

(3) Costs of contract construction.

(4) Costs of force account construction.

(5) Engineering costs of plans and designs.

(6) Engineering costs of supervision and inspection.

(7) Other administrative costs.

(b) *Project accounts and records*—(1) *Project accounts.* All funds to be expended in payment of project costs (including funds of the sponsor and funds received from the United States or from other sources) shall be deposited with an official, or officials, or depository, authorized by law to receive public funds, as may be designated by the sponsor or sponsors, and shall be maintained in an account separate and distinct from all other funds, designated "Federal Airport Project (name of airport)" *Provided,* That no separate project account need be maintained for a project consisting of land acquisition only. No funds so deposited shall be withdrawn except in payment of project costs of the project or as reimbursement for funds advanced for such purpose by the sponsor or some other public agency.

(2) *Cost evidence.* A sponsor shall secure and retain in its files documentary evidence such as invoices, cost estimates, and pay rolls supporting each item of project costs.

(3) *Payment evidence.* A sponsor shall retain in its files evidence of all payments for items of project costs including vouchers, cancelled checks or warrants, and receipts for cash payments.

(c) *Audits.* A sponsor shall permit authorized representatives of the Administrator to audit the project records and accounts to determine the allowability of project costs and the amount of Federal participation in the cost of the project. Progress audits may be made at any time during the life of the project at the discretion of the Regional Administrator. If work is suspended on the project for an appreciable length of time, an audit will be made prior to a semifinal grant payment, as provided in § 550.9 (c). A final audit will be made prior to final payment, as provided in § 550.9 (d).

§ 550.9 *Grant payments*—(a) *Land acquisition payments.* If an approved project includes land acquisition as an item of airport development, the sponsor, may at any time after it has executed the Grant Agreement, make application to the Administrator, as provided in paragraph (e) of this section, for payment of the United States share of the allowable project costs of any such land acquisition, including any acquisition completed prior to execution of the Grant Agreement which is part of the airport development included in the project.

(b) *Partial grant payments*—(1) *General.* Partial grant payments for all allowable project costs will be made to a sponsor from time to time as the work on a project progresses and such costs are incurred, upon application therefor as provided in paragraph (e) of this section. In the absence of an agreement otherwise, a sponsor may apply for such partial payments on a monthly basis.

(2) *Amount of partial grant payments.* Except as otherwise provided, partial grant payments will be made in amounts sufficient to bring the aggregate amount of all partial payments to the estimated United States share of the project costs of the airport development accomplished under the project as of the date of the sponsor's latest application for such payment. No such payment will be made which would bring the aggregate amount of all partial payments for a project to more than 90% of the estimated United States share of the total estimated costs of all airport development included in the project, or 90% of the maximum obligation of the United States as stated in the Grant Agreement, whichever amount is lower. In determining the amount of a partial grant payment, the Regional Administrator will deduct both from the amount of project costs incurred and from the amount of the estimated total project costs, those project costs which he may deem of questionable allowability.

(c) *Semi-final grant payments.* Whenever construction work on a project is suspended for an appreciable length of time and the allowability of the project costs of all airport development completed has been determined on the basis of an audit and review of all such costs, a semi-final grant payment may be made in an amount sufficient to bring the aggregate amount of all partial grant payments for the project to the United States share of all allowable project costs incurred even though such amount may be in excess of the 90% limitations specified in paragraph (b) (2) of this section, but in no event to an amount in excess of the maximum obligation of the United States as stated in the Grant Agreement.

(d) *Final grant payments*—(1) *General.* At such time as a project has been wholly completed in accordance with the terms of the Grant Agreement, an application for final grant payment may be filed as provided in paragraph (e) of this section. The Administrator will make final grant payment thereon only when he has determined that the following conditions have been met:

(i) A final inspection of all work at the project site has been conducted by the representatives of the Administrator, the sponsor, and the contractor;

(ii) A final audit of the project account has been completed by representatives of the Administrator,

(iii) The sponsor has furnished the final "as constructed" plans, unless otherwise agreed to by the Regional Administrator.

(2) *Amount of final grant payments.* Based upon the final inspection, the final audit, the plans, and the documents and supporting information required by paragraph (e) of this section, the Administrator will determine the total amount of the allowable project costs of a project and pay the sponsor the United States share of such amount less the total amount of all prior grant payments: *Provided,* That the aggregate of all grant payments for a project shall not exceed the amount stated in the Grant Agreement for such project as the maximum obligation of the United States with respect thereto.

(e) *Application for grant payments.* All applications for grant payments shall be made on Form ACA–1625.1 (§ 550.11 (f)), accompanied by (1) a summary of project costs on Form ACA–1630 (§ 550.11 (g)), (2) a periodic cost estimate on Form ACA–1629 (§ 550.11 (e)) for each contract or force account representing costs for which payment is requested, and (3) such supporting information, including appraisals of property interests, as may be required by the Regional Administrator to permit the determination of the allowability of any costs for which payment has been requested.

(f) *Excess grant payments.* If upon final determination of the allowability of all project costs of a project, it is found that the total of grant payments made to the sponsor is in excess of the total United States' share of allowable project costs of the project, such excess shall be returned promptly by the sponsor to the United States.

§ 550.10 *Memoranda and hearings*—(a) *Memoranda.* At any time prior to the issuance of a grant offer for a project by the Administrator, any public agency, person, association, firm, or corporation having a substantial interest in the disposition of the project application for such project, may file a memorandum in support thereof or in opposition thereto with the Administrator through the District Airport Engineer of the district in which the project is located. Such party may request a public hearing with respect to the location of the airport the development of which is proposed. If, in the opinion of the Administrator, the party filing the memorandum has a substantial interest in the matter, a public hearing will be held in accordance with paragraph (b) of this section.

(b) *Hearings.* If a request for a public hearing is made and approved as set forth in paragraph (a) of this section, the time and place of the hearing will be set by the Administrator. The time will be set so as to avoid undue delay in disposing of the subject project application but so as to afford reasonable time for all parties concerned to prepare for the hearing. The place of hearing will be at a place convenient to the sponsor.

The Administrator will give notice of time and place by mail to the party filing the memorandum, to the sponsor or sponsors, and to such other persons as the Administrator deems necessary.

(c) *Procedure.* Any public hearing under paragraph (b) of this section will be conducted on behalf of the Administrator by such examiner or examiners as the Administrator may designate. Such examiner or examiners shall decide the time to be consumed, the type of testimony to be heard, and all other matters with respect to the conduct of the hearing.

(d) *Records.* A hearing will be recorded in such form and manner as may be determined by the examiner or examiners and the record so made shall become a part of the record of the project application.

§ 550.11 *Forms.* The purpose of this section is to describe the various forms referred to in the foregoing sections of this part. Copies of such forms and assistance in the completion and execution thereof may be obtained by a sponsor from the District Airport Engineer of the CAA district in which the project is located.

(a) *Request for Federal aid, Form ACA–1623 (4–48).* This form consists of a statement requesting Federal aid in carrying out a project under the act, together with appropriate spaces for insertion of information relating to: The location of the airport or airport site; the amount and source of funds to be used by the sponsor in payment of that part of the project costs which are not to be paid with United States funds; a general description of the proposed work; and the estimated cost of the proposed work. It is to be executed by an appropriate official of the prospective project sponsor.

(b) *Project Application, Form ACA–1624 (5–49).* This form, which is also to be executed by an appropriate official of the project sponsor, consists of four parts, as follows:

(1) *Part I: Project information.* This part contains the sponsor's application for a grant of Federal funds to aid in financing a particular project. Appropriate spaces are provided for insertion of the name of the sponsor, the name and location of the airport to be developed, the description of the proposed airport development, and an estimate of the costs of the project.

(2) *Part II: Representations.* This part contains six representations and certifications of the sponsor of the project, reading as follows:

1. *Legal authority.* The sponsor has the legal power and authority: (1) To do all things necessary in order to undertake and carry out the Project in conformity with the Act and the Regulations; (2) to accept, receive, and disburse grants of funds from the United States in aid of the Project, on the terms and conditions stated in the Act and the Regulations; and (3) to carry out all of the provisions of Parts III and IV of this Project Application.

2. *Funds.* The Sponsor now has on deposit, or is in a position to secure, $------ for use in defraying the costs of the Project. The present status of these funds is as follows: [Space is provided here in which the sponsor is to insert sufficiently detailed and documented information to permit it to be determined that "sufficient funds are available for that portion of the project costs which is not to be paid by the United States", as required by Section 9 (d) of the Act. This information should include the amount of money available for the project which is then on deposit to the credit of the sponsor, the amount available from any other source but not then in the possession or control of the sponsor (together with the nature of any assurances received by the sponsor that such funds will be furnished), and the amount which remains to be raised by the sponsor by the sale of bonds or any other method (indicating the steps thus far taken to raise such funds). In addition, this information should include an itemization of all contributions or donations of land, materials, equipment, labor, or other assets to be made to the project and claimed by the sponsor as project costs, showing the estimated value or cost of each such contributed or donated item.]

Depository: The Sponsor will deposit all project funds in ---------- which is qualified by law to act as a depository of public funds. The Sponsor hereby designates ---------- to receive payments representing the United States share of the project costs.

3. *Land.* The sponsor holds the following property interests in the following areas of land which are to be developed or used as part of or in connection with the airport, subject to the following exceptions, encumbrances and adverse interests, all of which lands are identified on the property map which is attached hereto as Exhibit "A": [Space is provided here in which the sponsor is to list all areas of airport lands which have been acquired by it prior to the submission of the project application, identifying them by area numbers as shown on the attached property map and indicating, with respect to each such area, the interest held by the sponsor therein. In the case of each area in which the sponsor holds title in fee, such interest should be described as "title in fee, free and clear of all liens, easements, leases, and other encumbrances and adverse interests", or if there are any such encumbrances or adverse interests, they should be specified and the title described as title in fee, subject only to such named encumbrances or adverse interests. Similarly, where the sponsor holds some lesser property interest, such interest should be specified, indicating if it is less than title, the authority under which such interest is held. If the interest is a leasehold estate granted by some other public agency, a certified copy of the instrument creating such interest should be attached.]

The sponsor further certifies that the above is based on a title examination by a qualified attorney or title company and that such attorney or title company has determined that the sponsor holds the above property interests.

4. *Approvals of other agencies.* The project has been approved by all non-Federal agencies whose approval is required, namely: [Space is provided here in which the sponsor is to list all non-Federal agencies whose approval of the project is required.]

5. *Defaults.* The sponsor is not in default on any obligation to the United States or any agency of the United States Government relative to the development, operation, or maintenance of any airport, except as stated herewith: [Space is provided here in which the sponsor is to describe any existing obligations of the nature indicated, on which it is in default.]

6. *Possible disabilities.* There are no facts or circumstances (including the existence of effective or proposed leases, use agreements, or other legal instruments affecting use of the airport or the existence of pending litigation or other legal preceedings) which: (a) are known or by due diligence might be known; (b) in reasonable probability might make it impossible for the sponsor to carry out and complete the project or carry out the provisions of Part III and IV of the Project Application, either by limiting its legal or financial ability or otherwise; and (c) have not been brought to the attention of an authorized representative of the Administrator.

(3) *Part III: Sponsor's assurances.* This part contains the following assurances and covenants on the part of the sponsor, all of which are to become effective upon acceptance by the sponsor of a grant offer for the project and remain in force and effect throughout the useful life of the facilities developed under the project but in any event not to exceed 20 years from the date of such acceptance:

2. The sponsor will operate the airport as such for the use and benefit of the public. In furtherance of this covenant (but without limiting its general applicability and effect), the sponsor specifically agrees that it will keep the airport open to all types, kinds, and classes of aeronautical use without discrimination between such types, kinds, and classes; *Provided,* That the sponsor may establish such fair, equal, and non-discriminatory conditions to be met by all users of the airport as may be necessary for the safe and efficient operation of the airport; *And provided further,* That the sponsor may prohibit any given type, kind, or class of aeronautical use of the airport if such action will best serve the aeronautical needs of the area served by the airport.

3. The sponsor will not exercise, grant, or permit any exclusive right for the use of the airport forbidden by Section 303 of the Civil Aeronautics Act of 1938, as amended. In furtherance of this convenant (but without limiting its general applicability and effect), the sponsor specifically agrees that it will not either directly or indirectly exercise, or grant to any person, firm or corporation, or permit any persons, firm, or corporation to exercise, any exclusive right for the use of the airport for commercial flight operations, including air carrier transportation, rental of aircraft, conduct of charter flights, operation of flight schools or the carrying on of any other service or operation requiring the use of aircraft.

4. The sponsor agrees that it will operate the airport for the use and benefit of the public, on fair and reasonable terms and without unjust discrimination. In furtherance of this covenant (but without limiting its general applicability and effect), the sponsor specifically covenants and agrees:

(a) That in any agreement, contract, lease, or other arrangement under which a right or privilege at the airport is granted to any person, firm, or corporation to render any service or furnish any parts, materials, or supplies (including the sale thereof) essential to the operation of aircraft at the airport, the sponsor will insert and inforce provisions requiring the contractor:

(1) To furnish good, prompt, and efficient service [3] adequate to meet all the demands for its service [3] at the airport,

(2) To furnish said services [3] on a fair, equal, and nondiscriminatory basis to all users therof, and

(3) To charge fair, reasonable, and nondiscriminatory prices for each unit of sale or service: [3] *Provided,* That the contractor may be allowed to make reasonable and nondiscriminatory discounts, rebates, or other

[3] As used in these subsections the words "service" shall include furnishing of parts, materials, and supplies (including sale thereof) as well as furnishing of service.

similar types of price reductions to volume purchasers.

(b) That it will not exercise or grant any right or privilege which would operate to prevent any person, firm, or corporation operating aircraft on the airport from performing any services on its own aircraft with its own employees (including, but not limited to, maintenance and repair) that it may choose to perform.

(c) That if the sponsor exercises any of the rights or privileges set forth in subsection (a) of this paragraph it will be bound by and adhere to the condition specified for contractors set forth in said subsection (a).

5. Nothing contained herein shall be construed to prohibit the granting or exercise of an exclusive right for the furnishing of nonaviation products and supplies or any service of a nonaeronautical nature.

6. The sponsor will suitably operate and maintain the airport and all facilities thereon or connected therewith which are necessary for airport purposes other than facilities owned or controlled by the United States, and will not permit any activity thereon which would interfere with its use for aeronautical purposes: *Provided*, That nothing contained herein shall be construed to require that the airport be operated and maintained for aeronautical uses during temporary periods when snow, flood, or other climatic conditions interfere substantially with such operation and maintenance. Essential facilities, including night lighting systems, when installed, will be operated in such a manner as to assure their availability to all users of the airport.

7. Insofar as is within its powers and reasonably possible, the sponsor will prevent the use of any land either within or outside the boundaries of the airport in any manner (including the construction, erection, alteration, or growth of any structure or other object thereon) which would create a hazard to the landing, taking-off, or maneuvering of aircraft at the airport, or otherwise limit the usefulness of the airport. This objective will be accomplished either by the adoption and enforcement of a zoning ordinance and regulations or by the acquisition of easements or other interests in lands or airspace, or by both such methods. With respect to land outside the boundaries of the airport, the sponsor will also remove or cause to be removed any growth, structure, or other object thereon which would be a hazard to the landing, taking-off, or maneuvering of aircraft at the airport, or if such removal is not feasible, will mark or light such growth, structure, or other object as an airport obstruction or cause it to be so marked or lighted. The airport approach standards to be followed in performing the covenants contained in this paragraph shall be those established by the Administrator in Office of Airports Drawing No. 672, dated September 1, 1946, unless otherwise apthorized by the Administrator.

8. All facilities of the airport developed with Federal aid and all those usable for the landing and taking-off of aircraft will be available to the United States at all times, without charge, for use by military and naval aircraft in common with other aircraft, except that if the use by military and naval aircraft is substantial, a reasonable share, proportional to such use, of the cost of operating and maintaining facilities so used, may be charged. The amount of use to be considered "substantial" and the charges to be made therefor shall be determined by the sponsor and the using agency.

9. Whenever so requested by the Administrator, the sponsor will furnish to any civil agency of the United States, without charge (except for light, heat, janitor service, and similar facilities and services at the reasonable cost thereof), such space in airport buildings as may be determined by the Administrator to be reasonably adequate for use in connection with any airport air traffic control activities, weather-reporting activities, and communications activities related to airport air traffic control, which are necessary to the safe and efficient operation of the airport and which such agency may deem it necessary to establish and maintain at the airport for such purposes: *Provided, however*, That the amounts of space the sponsor may be required to furnish for such purposes and on such conditions, shall not be in excess of the maximum amounts prescribed in the Grant Agreement relating to the Project. Such space or any portion thereof will be made available as provided herein within six months after receipt of written request from the Administrator. Additional building space for such purposes may be furnished to any civil agency of the United States upon such terms as may be agreed upon between such civil agency and the sponsor.

10. After completion of the Project and during the term of these covenants, the Sponsor will maintain a current system of Airport accounts and records, using a system of its own choice, sufficient to provide annual statements of income and expense. It will furnish the Administrator with such annual or special Airport financial and operational reports as he may reasonably request. Such reports may be submitted to the Administrator on forms furnished by him, or may be submitted in such other manner as the Sponsor elects, provided the essential data are furnished. The Airport and all airport records and documents affecting the Airport, including deeds, leases, operation and use agreements, regulations, and other instruments, will be available for inspection by any duly authorized representative of the Administrator upon reasonable request. The Sponsor will furnish to the Administrator, upon request a true copy of any such document.

11. The Sponsor will not enter into any transaction which would operate to deprive it of any of the rights and powers necessary to perform any or all of the covenants made herein, unless by such transaction the obligation to perform all such covenants is assumed by another public agency eligible under the Act and the Regulations to assume such obligations and having the power, authority and financial resources to carry out all such obligations. If an arrangement is made for management or operation of the airport by any agency or person other than the Sponsor or an employee of the Sponsor, the Sponsor will reserve sufficient powers and authority to insure that the Airport will be operated and maintained in accordance with the Act, the Regulations, and these covenants.

12. The Sponsor will maintain a master plan layout of the Airport having the current approval of the Administrator. Such layout shall show building areas, approach areas, and landing areas, indicating present and future proposed development. The Sponsor will conform to such master plan layout in making any future improvements or changes at the Airport which, if made contrary to the master plan layout, might adversely affect the safety, utility, or efficiency of the Airport.

13. (a) The Sponsor will acquire within a reasonable time but in any event prior to the start of any construction work under the Project, the following property interests in the following areas of land on which such construction work is to be performed, all of which lands are identified on the property map which is attached hereto and identified as Exhibit "A": [Space is provided here in which the sponsor is to state the exact property interests which the sponsor will acquire, prior to the start of any construction work under the project, in all areas of land on which any such construction work is to be performed, identifying such areas by numbers or other symbols as shown on the attached property map. Where the property interest to be acquired is title in fee, such title should be described as "title in fee, free and clear of all liens, easements, leases, and other encumbrances and adverse interests," or if it is expected that there will be such encumbrances or adverse interests, they should be specified and the title described as title in fee, subject only to such named encumbrances or adverse interests. Similarly where the sponsor is to acquire some lesser property interest, such interest should be specified.]

(b) The Sponsor will acquire within a reasonable time and if feasible prior to the completion of all construction work under the Project, the following property interests in the following areas of land which are to be developed or used as part of or in connection with the Airport as it will be upon completion of the Project, all of which lands are identified on the property map which is attached hereto and identified as Exhibit "A": [Space is provided here in which the sponsor is to state the exact property interests that the sponsor will acquire in all areas of land needed for airport purposes other than those covered in paragraph 13 (a) of Part III and in paragraph 3 of Part II. Such interests should be described with the same particularity as those described in paragraph 14 (a).]

14. If at any time it is determined by the Administrator that there is any outstanding right or claim of right in or to the airport property, other than those set forth in paragraph 3 of Part II and paragraphs 13 (a) and 13 (b) of this Part, the existence of which creates an undue risk of interference with the operation of the airport or the performance of the covenants of this Part, the sponsor will acquire, extinguish or modify said right, or claim of right, in a manner acceptable to the Administrator.

(4) *Part IV: Project agreement.* This part contains an agreement on the part of the sponsor, conditional upon execution of a Grant Agreement for the project, to accomplish the project in accordance with the Act, the Regulations, the plans and specifications, as approved by the Administrator, and the Grant Agreement.

Printed on the last page of the form is a form of certification to be executed by the sponsor's attorney, stating that all statements of law made in the Project Application and all legal conclusions upon which the representations and covenants are based, in his opinion, are true and correct.

(c) *Project Application for Additional Project, Form ACA–1624.1 (5–49).* This form, which is also to be executed by an appropriate official of the project sponsor, is a modification of the Project Application, Form ACA–1624, and may be used by the sponsor, at the discretion of the Regional Administrator, for second and subsequent projects at the same airport. Form ACA–1624.1 is identical with Form ACA–1624 except that, with respect to the former, certain of the representations and assurances are incorporated by reference in lieu of being set forth in their entirety.

(d) *Grant Agreement Form.* This form consists of two parts, as follows:

(1) *Part I: Offer.* This part sets forth an offer and agreement on the part of the United States, to be executed by the Regional Administrator on behalf of the Administrator, to pay a certain stated percentage of the allowable project costs of an approved project, not to exceed a specified maximum amount, on the following terms and conditions together with such other special terms and con-

ditions as may be determined by the Administrator to be necessary with respect to the particular project, to insure compliance with the act and the regulations:

2. The Sponsor shall:

(a) Begin accomplishment of the Project within a reasonable time after acceptance of this offer, and

(b) Carry out and complete the Project in accordance with the terms of this Offer, and the Federal Airport Act and the Regulations promulgated thereunder by the Administrator in effect on the date of this Offer, which Act and Regulations are incorporated herein and made a part hereof, and

(c) Carry out and complete the Project in accordance with the plans and specifications and property map, incorporated herein, as they may be revised or modified with the approval of the Administrator or his duly authorized representatives.

3. The Sponsor shall operate and maintain the Airport as provided in the Project Application incorporated herein.

4. (First alternate.) The maximum amounts of building space which the Sponsor shall be obligated to furnish civil agencies of the United States for the purposes and on the terms and conditions stated in paragraph 9 of Part III of the Project Application, shall be as set forth in the attached schedule of maximum space requirements which is incorporated herein and made a part hereof.

4. (Second alternate.) The Administrator having determined that no space in airport buildings will be required by any civil agency of the United States for the purposes set forth in paragraph 9 of Part III of the Project Application, the provisions of the said paragraph shall be deemed to be of no force or effect.

5. Any misrepresentation or omission of a material fact by the Sponsor concerning the Project or the Sponsor's authority or ability to carry out the obligations assumed by the Sponsor in accepting this Offer shall terminate the obligation of the United States, and it is understood and agreed by the Sponsor in accepting this Offer that if a material fact has been misrepresented or omitted by the Sponsor, the Administrator on behalf of the United States may recover all grant payments made.

6. The Administrator reserves the right to amend or withdraw this Offer at any time prior to its acceptance by the Sponsor.

7. This Offer shall expire and the United States shall not be obligated to pay any of the allowable costs of the Project unless this Offer has been accepted by the Sponsor within 60 days from the above date of Offer or such longer time as may be prescribed by the Administrator in writing.

This offer also provides that it is to constitute a Grant Agreement upon its acceptance by the sponsor and that such Grant Agreement shall remain in effect throughout the useful life of the facilities developed under the project but in any event not to exceed twenty years from the date of acceptance.

(2) *Part II: Acceptance.* This part, which is to be executed by an appropriate officer of the sponsor, contains an acceptance of the offer by the sponsor.

Printed on the last page of the form is a form of certification to be executed by the sponsor's attorney, stating that the acceptance of the offer by the sponsor was due and proper and in accordance with State and local law and that the Grant Agreement constitutes a legal and binding obligation of the sponsor.

(e) *Periodic Cost Estimate, Form ACA–1629 (5–49).* This form contains two certifications, as follows:

(1) A certification to be executed by the contractor (or the sponsor with respect to force account work) that "the work performed and the materials supplied to date, as shown on this Periodic Cost Estimate, represent the actual value of accomplishment under the terms of this contract in conformity with approved plans and specifications, that the quantities shown were properly determined and are correct, and that there has been full compliance with all labor provisions included in the contract identified above"; and

(2) An "acknowledgment and concurrence" of the sponsor's engineer, concurring in the contractor's certification (to be omitted in the case of force account work).

These certifications are preceded by spaces for inserting information regarding the progress of construction work, including the dates when notice to proceed with the work was given, when the work was commenced, and when completion of the work is anticipated, the percentage of physical completion of the contract work, the latest revised estimate of the quantity and cost of each item of the work to be accomplished, and a statement of the quantities and value of all construction work actually accomplished as of the end of the period for which the report is prepared.

Instructions for the preparation of this form are appended thereto and a Continuation Sheet (Form ACA–1629a) is provided for use where additional space is needed.

(f) *Application for Grant Payment, Form ACA–1625.1 (5–49).* This form contains a formal statement of application for grant payment in a specified amount, the sponsor indicating whether such payment is for a partial, semi-final, or final grant payment. This form also contains appropriate spaces for inserting a summary of the total costs incurred as of a certain specified date, the estimated United States share of total costs, the total amount of previous applications for grant payments, and the amount of the current application for grant payment broken down into the following four classifications of costs: (1) Land (including cost of acquiring land and administrative costs incident thereto); (2) construction (value of work performed to date); (3) engineering; and (4) administrative. There is also a form of certification on the part of the sponsor, reading as follows:

I certify that the above application for grant payment is correct and just, and for a payment which has not been received. I further certify that the cost estimates and statement of costs incurred as set forth on this application are true and correct, and relate only to items of airport development contemplated by the grant agreement for this project; and that all such costs have been incurred in connection with airport development accomplished in accordance with the grant agreement and applicable plans and specifications,

together with a certification of the District Airport Engineer reading as follows:

I hereby certify that the physical construction work reflected on this application has been inspected under my direction at reasonably frequent intervals by qualified employees of the Civil Aeronautics Administration. Through such inspections, and by other means and checks recognized as good engineering practice, I am satisfied that the work accomplished is in accordance with the plans and specifications and provisions of the contract. The value of construction work performed as claimed above is supported in detail by periodic cost estimates previously approved by this office. Other claimed project costs appear to be reasonable. Subject to actual verification of all stated costs by CAA audit prior to the payment of final grant, I recommend payment of this application for grant funds.

Appended to this form are instructions for its preparation.

(g) *Summary of Project Costs, Form ACA–1630 (5–48).* This form contains spaces in which the sponsor is to insert the latest revised estimate of total project costs, the total costs incurred to date, and the percentage that the latter bears to the former, all of these figures to be broken down into five main cost classifications: (1) Land costs (including cost of acquiring land and administrative costs incident thereto), (2) construction, (3) engineering, (4) administrative, and (5) contingencies. Instructions for the preparation of this form are appended thereto.

PART 555—ACQUISITION BY PUBLIC AGENCIES FOR PUBLIC AIRPORT PURPOSES OF LANDS OWNED OR CONTROLLED BY THE UNITED STATES

Sec.

555.1 Definitions.
555.2 Purpose of regulations.
555.3 Requests for conveyance required.
555.4 Public agencies eligible to file requests for conveyance.
555.5 Form and content of requests for conveyance.
555.6 Place of filing requests for conveyance.
555.7 Findings and recommendations of the Regional Administrator.
555.8 Determination by the Administrator.
555.9 Determination by the head of the controlling department or agency.
555.10 Conveyances.
555.11 Covenants, reservation clause, and reverter clause in instruments of conveyance.

AUTHORITY: §§ 555.1 to 555.11 issued under sec. 16, 60 Stat. 179; 49 U. S. C. 1115.

SOURCE: §§ 555.1 to 555.11 appear at 12 F. R. 144, except as noted following sections affected.

§ 555.1 *Definitions.* (a) All terms used in this part which are defined in the Federal Airport Act and are not defined in paragraph (b) of this section shall have the meaning given to them in the act.

(b) As used in this part, unless the context otherwise requires, the following terms shall have the meaning indicated:

(1) "CAA" means the Civil Aeronautics Administration of the United States Department of Commerce.

(2) "Administrator" means the Administrator of Civil Aeronautics or his duly authorized representative.

(3) "Regional Administrator" means the directing head of a regional office of the CAA or his duly authorized representative.

(4) "District Airport Engineer" means the directing head of a district office of the airports branch of a CAA regional

office or his duly authorized representative.

(5) "Department or agency" means any executive department, board, bureau, commission, or other agency in the executive branch of the Federal Government or any corporation wholly owned (either directly or through one or more corporations) by the United States.

(6) "Lands owned by the United States" means any lands in which the United States or any department or agency has title.

(7) "Lands controlled by the United States" means any lands not owned by the United States or a department or agency, the use of which is subject to the approval of the United States or any department or agency.

(8) "Property interest" means the title to or any other interest in land or any easement through or other interest in air space.

§ 555.2 *Purpose of regulations.* The regulations in this part apply to the acquisition by public agencies, under section 16 of the Federal Airport Act, of property interests in lands owned or controlled by the United States, the use of which is necessary either for carrying out a project under the Federal-aid Airport Program authorized by the act, or for the operation of a public airport. Section 16 of the act provides that if the Administrator determines that the use of any such lands is reasonably necessary for carrying out a project under the Federal-aid Airport Program or for operation of a public airport, he shall request the head of the department or agency having control of such lands to convey to the public agency sponsoring the project in question or owning or controlling the airport, such a property interest therein as he may deem necessary. The head of such department or agency is directed to determine whether the requested conveyance is inconsistent with the needs of the department or agency, and upon his determination that the requested conveyance is not so inconsistent is authorized and directed, with the approval of the President and the Attorney General of the United States, and without expense to the United States, to make the conveyance requested.

§ 555.3 *Requests for conveyance required.* Any public agency which desires to acquire, under section 16 of the Federal Airport Act, a property interest in lands owned or controlled by the United States, and which is eligible under § 555.4 shall file with the Administrator through the District Airport Engineer a request for conveyance as provided in §§ 555.5 and 555.6.

§ 555.4 *Public agencies eligible to file requests for conveyance.* (a) A public agency shall be eligible to file with the Administrator a request for conveyance to it of a property interest in any lands owned or controlled by the United States, only if such public agency meets the following requirements:

(1) The public agency must be a state, the Territory of Alaska, the Territory of Hawaii, or Puerto Rico, or any agency of any of them; a municipality or other political subdivision; or a tax-supported organization.

(2) The public agency must be planning to use the lands in question for or in connection with (i) the development of a public airport as a project under the Federal-aid Airport Program, or (ii) the improvement, development, or protection of an existing public airport, whether or not work in connection therewith is to be done as a project under the Federal-aid Airport Program, or (iii) the establishment or construction of a new public airport, whether or not work in connection therewith is to be done as a project under the Federal-aid Airport Program.

(3) The agency must have the legal power and authority to accept the conveyance requested; to engage in any airport development, improvement, or construction necessary to derive full benefit from the conveyance requested; to establish, operate, and maintain the proposed or existing airport; and to raise the funds necessary to accomplish the proposed development, improvement, or construction and to finance the operation and maintenance of the airport.

(4) The public agency must have sufficient funds available, or be able to obtain sufficient funds, to defray the costs of any development, improvement, or construction which may be necessary to derive reasonable benefit from the conveyance requested, and to operate and maintain the proposed or existing airport.

(5) The public agency must not be in default on any obligation to the Government relative to the development, operation, or maintenance of an airport.

§ 555.5 *Form and content of requests for conveyance.* (a) No special form is required for a request for conveyance under the regulations of this part. However, sufficient facts must be given in order to enable the Administrator to determine that the public agency making the request is eligible to do so, that the use of the lands requested is reasonably necessary for carrying out a project under the Federal-aid Airport Program or for the operation of a public airport, and what property interest therein will be required to accomplish such purpose.

(b) In any event, each public agency filing a request for conveyance must submit with its request, or furnish as soon thereafter as possible, the following information if applicable and available or procurable, together with any further information that may be requested by the Administrator:

(1) Name and address of the public agency requesting the conveyance.

(2) Name, location, and ownership of the subject airport. If the airport is not in existence, the proposed name, the approved location, and the prospective ownership of the airport should be indicated. If the airport is in existence and is being operated under a lease or agreement from the requesting public agency, a copy of such lease or agreement should be submitted.

(3) Statement of the legal power and authority, and financial ability of the requesting public agency to develop, improve, construct, establish, operate, and maintain the subject airport.

(4) Name of the Federal agency owning or having control of the lands requested.

(5) Legal description and acreage of the lands requested.

(6) Description of the specific property interest (title, a leasehold estate, an easement, a permit or license, or an easement or other interest in airspace) necessary to meet the needs of the requesting public agency.

(7) Complete justification of the need for acquisition of the property interest in question, supported by such maps, charts, photographs, or documents as may be necessary to show the necessity for the use of the lands requested. If the use of other lands might be suitable to meet the needs of the requesting agency, the particular advantages of the Federally owned lands over such other suitable lands should be explained.

(8) A statement as to the plans and commitments which have been made concerning the financing or accomplishment of any development, improvement, or construction requiring the use of the lands or the property interest requested. An estimated date at which the use of the subject lands or interest will be required should be stated.

(9) The status of any project for the development of the subject airport under the Federal-aid Airport Program.

(c) Each request for conveyance shall state that the requesting public agency has the legal power and authority to accept a conveyance subject to covenants and conditions such as those contemplated by § 555.11.

(d) Each request for conveyance shall be signed by an officer of the requesting agency duly authorized and designated to file such request for and on behalf of the requesting public agency.

[12 F. R. 144, as amended by Amdt. 2, 13 F. R. 1792]

§ 555.6 *Place of filing requests for conveyance.* A request for conveyance of a property interest in lands owned or controlled by the United States must be filed in quadruplicate with the District Airport Engineer for the area in which such lands are located.

§ 555.7 *Findings and recommendations of the Regional Administrator.* The Regional Administrator will consider each request for conveyance and forward such request with his findings and recommendations to the Administrator.

§ 555.8 *Determination by the Administrator.* The Administrator will review each request for conveyance together with the findings and recommendations of the Regional Administrator and will determine whether or not the requesting public agency is eligible, and a conveyance is proper, under section 16 of the act and the regulations of this part. In the event such determination is in the affirmative, the Administrator will request the head of the department or agency having control of the lands in question to convey to the requesting public agency such a property interest in the lands as he may deem necessary. In all cases, it will be requested that the conveyance be made without consideration other than the benefits to accrue to the

public and the United States by virtue of the use of the lands for public airport purposes. In addition, the Administrator will request that the instrument of conveyance include certain covenants and clauses as provided in § 555.11.

§ 555.9 *Determination by the head of the controlling department or agency.* The act provides that the head of any department or agency having control of lands owned or controlled by the United States, upon receipt of a request from the Administrator that an interest in such lands be conveyed to a public agency for airport purposes, shall determine whether the requested conveyance is inconsistent with the needs of the department or agency and shall notify the Administrator of his determination within a period of four months after receipt of the Administrator's request.

§ 555.10 *Conveyances.* The act provides that if the head of a department or agency determines that a requested conveyance is not inconsistent with the needs of that department or agency, such department or agency head is authorized and directed, with the approval of the President and the Attorney General of the United States, and without any expense to the United States, to perform any acts and to execute any instruments necessary to make the conveyance requested.

§ 555.11 *Covenants, reservation clause, and reverter clause in instruments of conveyance.* (a) The Administrator, in a request to the head of a department or agency for the conveyance of a described property interest in lands owned or controlled by the United States, will request that the instrument of conveyance contain certain covenants, a clause reserving fissionable materials to the United States, and a reverter clause, as follows:

(1) *Covenants.* The Administrator will request the inclusion in the instrument of conveyance of such covenants as he may deem necessary in the specific case involved to assure that the lands requested will be used for the operation, or the development and operation, of a public airport, and in addition, a covenant to the effect that any subsequent transfer will be subject to all the covenants, conditions and limitations contained in said instrument of conveyance.

(2) *Clause reserving fissionable materials.* Pursuant to Executive Order 9908 (3 CFR, 1947 Supp.) or the Atomic Energy Act of 1946 (60 Stat. 761), whichever is applicable, the Administrator will request the inclusion in the instrument of conveyance of a clause reserving to the United States all fissionable materials in the lands in question with the right to enter upon the lands and prospect for, mine and remove such materials.

(3) *Reverter clause.* The Administrator will request that the instrument of conveyance include a provision that the conveyance is made on condition that the property interest thereby conveyed shall automatically revert to the United States, pursuant to section 16 of the Federal Airport Act, in the event the lands thereby transferred are not developed or have ceased to be used for airport purposes, the grantee agreeing for itself, its successors in interest, and assigns, by the acceptance of such conveyance, that a determination by the Administrator of Civil Aeronautics, or his successor in function, that the lands are not developed, or have ceased to be used for airport purposes, shall be conclusive of these facts.

[12 F. R. 144, as amended by 12 F. R. 1190, Amdt. 2, 13 F. R. 1792]

PART 560—REIMBURSEMENT FOR DAMAGE TO PUBLIC AIRPORTS BY FEDERAL AGENCIES

Sec.

560.1 Definitions.
560.2 Purpose of regulations.
560.3 Eligible requests for reimbursement.
560.4 Eligible petitioners.
560.5 Eligible airports.
560.6 Time limitations.
560.7 Eligible rehabilitation or repair.
560.8 Amount of reimbursement.
560.9 Claims filed with other Federal agencies.
560.10 Form and content of requests.
560.11 Submission of requests.
560.12 Consideration and determination of requests; notifications to petitioners.
560.13 Certification of request to the Congress; notifications to petitioners.
560.14 Notification of appropriation.
560.15 Accomplishment of rehabilitation or repair.
560.16 Inspection, audit, and records.
560.17 Payments from funds appropriated by the Congress.
560.18 Supplemental requests.
560.19 Projects for rehabilitation or repair in the Federal-aid Airport Program.
560.20 Forms.

AUTHORITY: §§ 560.1 to 560.20 issued under sec. 17, 60 Stat. 179, as amended by Pub. Law 840, 80th Cong.; 49 U. S. C. 1116.

SOURCE: §§ 560.1 to 560.20 appear at 14 F. R. 2375.

§ 560.1 *Definitions.* (a) "Act" means the Federal Airport Act (60 Stat. 170; Pub. Law 377, 79th Cong.), as amended by act of June 29, 1948 (62 Stat. 1111; Pub. Law 840, 80th Cong.).

(b) "Administrator" means the Administrator of Civil Aeronautics or his duly authorized representative.

(c) "Airport" means any area of land or water which is used, or intended for use, for the landing and take-off of aircraft, and any appurtenant areas which are used, or intended for use, for airport buildings or other airport facilities or rights-of-way, together with all airport buildings and facilities located thereon.

(d) "Betterment" means the construction or development of a new area or facility replacing a damaged area or damaged facility, or the repair or improvement of a damaged area or damaged facility to a condition better than its condition at the time specified in § 560.8 (a) or § 560.8 (b), whichever is applicable, or in accordance with higher standards of construction than its original construction.

(e) "CAA" means the Civil Aeronautics Administration of the United States Department of Commerce.

(f) "Damaged area" means any area of a public airport where damage has occurred, for the cost of the necessary rehabilitation or repair of which reimbursement is requested under the regulations in this part, and which, in the opinion of the Administrator, is or was identifiable as a functional unit of the airport, contributing materially to its safety or utility.

(g) "Damaged facility" means any airport building, or other airport facility, which has suffered damage, for the cost of the necessary rehabilitation or repair of which reimbursement is requested under the regulations in this part, and which, in the opinion of the Administrator, is or was identifiable as a functional unit of the airport, contributing materially to its safety or utility.

(h) "District Airport Engineer" means the director of a District Office of the Airports Branch of a CAA Regional Office or his duly authorized representative.

(i) "Federal agency" means any executive department, board, bureau, commission, or other agency in the executive branch of the Government of the United States or any corporation wholly owned (either directly or indirectly through one or more corporations) by the United States.

(j) "Petitioner" means a public agency which submits to the Administrator a request for reimbursement for the cost of the necessary rehabilitation or repair of a public airport pursuant to the provisions of section 17 of the act.

(k) "Public agency" means the United States Government or any agency thereof; a State, the Territory of Alaska, the Territory of Hawaii, Puerto Rico, or the Virgin Islands or an agency of any of them; a municipality or other political subdivision; or a tax-supported organization.

(l) "Public airport" means any airport which is used or to be used for public purposes, under the control of a public agency, the landing area of which is publicly owned.

(m) "Regional Administrator" means the director of a CAA Regional Office or his duly authorized representative.

(n) "Rehabilitation or repair" means either restoration or betterment.

(o) "Restoration" means the repair of a damaged area or damaged facility to a condition equivalent to its condition at the time specified in § 560.8 (a) or § 560.8 (b), whichever is applicable.

(p) "Reimbursement" means the payment of money by the United States to a petitioner pursuant to the provisions of section 17 of the act.

§ 560.2 *Purpose of regulations.* The regulations in this part apply to requests for reimbursement submitted pursuant to the provisions of section 17 of the act, for the cost of the necessary rehabilitation or repair of public airports substantially damaged by Federal agencies. Section 17 of the act authorizes the Administrator to render such assistance to public agencies as he deems necessary in the preparation of such requests for reimbursement. Upon receipt of such a request from a public agency, the Administrator is further authorized, on behalf of the United States, to consider, ascertain, and determine, in accordance with regulations prescribed by him, the actual or estimated cost of such neces-

sary rehabilitation or repair for which such public agency is entitled to reimbursement from the United States and to certify to the Congress the amount of such cost, which certification shall be deemed a contractual obligation of the United States. Section 17 further authorizes such amounts to be appropriated by the Congress as may be necessary to enable the Administrator to make payments to public agencies as provided therein, either upon completion of the rehabilitation or repair involved or as such rehabilitation or repair progresses.

§ 560.3 *Eligible requests for reimbursement.* To be eligible for consideration by the Administrator, a request for reimbursement must:

(a) Be submitted by an eligible petitioner (see § 560.4);

(b) Cover damage to an eligible airport (see § 560.5);

(c) Be submitted within certain time limitations (see § 560.6); and

(d) Cover eligible rehabilitation or repair (see § 560.7).

§ 560.4 *Eligible petitioners.* To be eligible, a petitioner must meet the following requirements:

(a) The petitioner must be a State, the Territory of Alaska, the Territory of Hawaii, Puerto Rico, or the Virgin Islands, or an agency of any of them; a municipality or other political subdivision; or a tax-supported organization.

(b) The petitioner must have control or management of the airport to which the request relates at the time of submitting the request. Control or management may be established by an interim permit or an approved application for a surplus airport in those cases where the airport in question is subject to an outstanding lease or other conveyance to the United States.

§ 560.5 *Eligible airports.* (a) To be eligible, an airport must meet the following requirements:

(1) The airport must be located in the continental United States, the Territory of Hawaii, the Territory of Alaska, Puerto Rico, or the Virgin Islands.

(2) The landing area of the airport must be owned by a public agency at the time the request is submitted and must have been owned by a public agency at the time the damage occurred.

(3) The airport must be used, or intended to be used, by and for the benefit of the public at the time the request is submitted, must be under the control of a public agency at such time, and must have been used for public purposes under the control of a public agency, at the time the damage occurred.

(4) If the airport was damaged while owned by the United States or a Federal agency, the nucleus of such airport must have been developed or used as a non-Federal public airport prior to the occurrence of the damage.

(b) To meet the requirements of paragraph (a) of this section, it is not necessary that the public agency controlling an airport be the public agency owning its landing area, or that the public agency controlling an airport or owning its landing area, at the time a request is submitted, be the public agency which controlled the airport or owned the landing area at the time the damage occurred.

(c) If an airport is operated by a private person or concern under a lease or contract from a public agency, such airport will be regarded as "used by and for the benefit of the public" and "under the control of a public agency", as required by paragraph (a) (3) of this section, if the airport is being so used and the lease or contract reserves to the public agency sufficient control over the manner in which the airport is operated to permit such public agency to compel its operation for the use and benefit of the public.

§ 560.6 *Time limitations.* (a) A request may be submitted before, during, or after the accomplishment of the rehabilitation or repair for the cost of which reimbursement is requested.

(b) No request will be considered by the Administrator unless such request is submitted within six months after the occurrence of the damage upon which the request is based: *Provided, however,* That in the event the damage was caused by operations of a military nature during time of war, such request may be submitted within six months after the time of termination of war, unless the airport is under the control or management of the United States at the time of the termination of such war, in which event, the request may be submitted to the Administrator within six months after transfer of such control or management of the airport to the public agency involved.

(c) The Administrator will consider a request which is based upon damage which occurred prior to the date of approval of the act: *Provided,* That the foregoing time limitations are complied with.

§ 560.7 *Eligible rehabilitation or repair.* In order to be eligible, rehabilitation or repair must meet the following requirements:

(a) The rehabilitation or repair must be, or have been, necessary to remedy substantial damage to an eligible airport caused or permitted by a Federal agency.

(b) The rehabilitation or repair must be, or have been, for the purpose of remedying damage to an area or facility which was owned by the petitioner or other non-Federal public agency at the time the damage occurred, unless, at that time, the area or facility was owned by the United States or a Federal agency, in which case the area or facility must have been a part of a non-Federal public airport prior to the occurrence of the damage.

(c) The rehabilitation or repair must have, or have had, as its principal object the remedying of damage for which the petitioner, the airport owner, or any other person or agency has never been adequately compensated, reimbursed, or recompensed by the United States or any Federal agency.

(d) The circumstances must be such that reimbursement would be in the public interest.

§ 560.8 *Amount of reimbursement.* The amount of reimbursement due for the eligible rehabilitation or repair of any specific damaged area or damaged facility will be determined by the Administrator as provided below:[1]

(a) If the damage occurred while the airport was under the management or control of the United States or a Federal agency, the amount determined to be due will be an amount equal to the actual or estimated cost of restoration of the damaged area or damaged facility to a condition equivalent to its condition on the date the United States or a Federal agency assumed management or control of the airport.

(b) If the damage occurred while the airport was not under the management or control of the United States or a Federal agency, the amount determined to be due will be an amount equal to the actual or estimated cost of restoration of the damaged area or damaged facility to a condition equivalent to its condition immediately prior to such damage.

(c) The principles stated in paragraphs (a) and (b) of this section will apply whether the rehabilitation or repair of a damaged area or damaged facility consists of restoration or betterment.

§ 560.9 *Claims filed with other Federal agencies.* A request for reimbursement may be submitted under the regulations in this part notwithstanding the fact that the petitioner has filed prior thereto a claim against the United States relating to the subject matters of such request. In such a case, however, the petitioner shall notify the Administrator, as hereinafter provided, as to the basis for and the current status of, such claim.

§ 560.10 *Form and content of requests.* (a) A request for reimbursement which a petitioner must submit under the regulations in this part is not required to be in any particular form. However, a request must state that it is made pursuant to section 17 of the act and the regulations in this part, and should contain the following pertinent information: (Documents, maps, affidavits, records, and other materials necessary to support the request should be submitted with such requests or as soon thereafter as possible, if available or procurable).

(1) Name and address of petitioner.

(2) Name and location of airport.

(3) Ownership of airport at time of submitting request; if petitioner or another public agency is operating the airport under a lease, permit, license, or agreement from another public agency, copies of such instruments must be submitted; if a lessee or assignee of the petitioner or another public agency is operating the airport, copies of the operating lease or agreement must be submitted.

(4) Extent to which the airport has ever been operated other than for the use and benefit for the public.

(5) The name of the Federal agency causing or permitting the damage.

(6) Date or period when damage occurred.

(7) Ownership of airport, damaged areas, and damaged facilities at time damage occurred; if a Federal agency was at that time in possession under a lease or agreement with the petitioner

[1] See also § 560.17.

or another public agency, copies of such documents must be submitted.

(8) (i) If the damage occurred while the airport was in possession or control of a Federal agency, evidence or information must be submitted as to the condition of the airport at the time the Federal agency assumed possession or control and its condition at the time such possession or control was relinquished.

(ii) If the damage occurred while the airport was not in possession or control of a Federal agency, evidence or information must be submitted as to its condition immediately prior to such damage.

(9) Type, extent, and period of operation of the airport by the Federal agency.

(10) Specific cause of the damage, giving full facts known relative to what specific acts or omissions on the part of a Federal agency damaged the airport.

(11) Nature and extent of the damage, illustrated by maps of the airport with the damage area delineated thereon, photographs, and such other evidence pertaining thereto as may be available.

(12) Extent to which the damage was covered by insurance.

(13) Itemized lists of all rehabilitation or repair work accomplished, with breakdowns of such work by items and cost; vouchers or other evidence of payment must be submitted, together with maps, photographs and other pertinent material.

(14) Itemized lists of all proposed rehabilitation or repair considered necessary, with an estimate of costs of each item and accompanied by such plans and specifications as have been prepared.

(15) Such other records, documents, or data as may be necessary to support the request for reimbursement.

(16) Statement to the effect that the request does not include reimbursement for the cost of rehabilitation or repair of improvements and facilities constructed with United States funds by the Federal agency which owned, managed, or controlled the airport or caused or permitted the damage.

(17) Nature and current status of any claim filed with a Federal agency, or any litigation arising out of or in connection with the subject damage; copies of any such claim or the pleadings in any such litigation must be submitted.

(b) Each request shall be signed and verified by an officer of the petitioner, duly authorized and designated to file such request for and on behalf of the petitioner.

(c) In addition, each request must be accompanied by evidence that the petitioner has granted, or caused to be granted, authority to the District Airport Engineer or other representatives of the Administrator to inspect the airport and the damaged areas and damaged facilities, to interview representatives of the petitioner and airport owner, and to examine airport records and documents as may be deemed necessary by such representatives of the Administrator.

§ 560.11 *Submission of requests.* All requests shall be submitted to the appropriate District Airport Engineer in quadruplicate. The date of receipt of a request by a District Airport Engineer will be considered the date on which such request was submitted to the Administrator.

§ 560.12 *Consideration and determination of requests; notifications to petitioners.* (a) Consideration by the Regional Administrator: The Regional Administrator, upon receipt of a request, will review it and forward it to the Administrator with such comments and information as may be pertinent to the issues presented.

(b) Preliminary finding; notification to petitioner; filing of additional information: After receipt of a request, the Administrator will obtain the views of the Federal agency or agencies alleged to have caused the damage, and will thereafter make a preliminary and tentative finding of the eligibility of the rehabilitation or repair and the amount of reimbursement due. The petitioner will be notified of such preliminary and tentative finding. The notification will designate each of the damaged areas and damaged facilities which are to be, or have been, rehabilitated or repaired, and for each of such areas and facilities the notification will state the rehabilitation or repair for which reimbursement was requested, the amount requested therefor, and the amount tentatively allowed therefor. The petitioner will be given twenty days, or such additional time as may be granted, to file additional information in support of any amount which has not been tentatively allowed. Any additional information filed will be considered in the final determination of the amount of reimbursement due.

(c) Final determination by the Administrator: The Administrator will thereafter consider, ascertain, and finally determine the amount of reimbursement due for the actual or estimated cost of the eligible rehabilitation or repair.

§ 560.13 *Certification of requests to the Congress; notifications to petitioners.* (a) The Administrator will certify to the Congress such amount as he has determined to be the actual or estimated cost of the eligible rehabilitation or repair. The certification will include a brief statement of the character of the damage upon which the request is based and of the work performed or to be performed to accomplish the eligible rehabilitation or repair.

(b) The petitioner will be notified by the Administrator of the certification to the Congress. The notification will designate the damaged areas and damaged facilities of the airport which are to be, or have been, rehabilitated or repaired and for each of such areas and facilities the notification will state the rehabilitation or repair for which reimbursement was requested, the amount requested therefor, and the amount included therefor in the certification to the Congress.

§ 560.14 *Notification of appropriation.* As soon as possible after an appropriation has been made by the Congress pursuant to a certification by the Administrator, the petitioner will be notified of the amount so appropriated.

§ 560.15 *Accomplishment of rehabilitation or repair*—(a) *Time of performance.* Rehabilitation or repair may be accomplished before a request for reimbursement is submitted pursuant to the provisions of § 560.10, or may be accomplished at any time thereafter. However, if there is to be betterment of a damaged area or damaged facility, and such item of betterment is, or is to be, included as airport development in a project in the Federal-Aid Airport Program (see § 560.19), such item of betterment should not be undertaken prior to the date of execution of a Grant Agreement therefor.

(b) *Separable rehabilitation or repair.* A petitioner may accomplish the rehabilitation or repair of an airport as a whole or, if it desires to do so, may accomplish separately the rehabilitation or repair of any damaged area or damaged facility.

(c) *Plans and specifications.* Plans and specifications for the accomplishment of rehabilitation or repair shall be submitted to the Administrator for his approval, unless in the opinion of the Administrator the work involved in rehabilitation or repair is of a type not requiring plans and specifications for satisfactory accomplishment. Such plans and specifications shall be submitted prior to the start of construction unless the rehabilitation or repair has been completed at the time a request for reimbursement is submitted therefor, in which event the plans and specifications for such rehabilitation or repair shall be submitted with such request for reimbursement or as soon thereafter as possible. Early submission of plans and specifications may avoid delays in the making of payments.

§ 560.16 *Inspection, audit, and records.* A petitioner shall permit authorized representatives of the Administrator to inspect the airport to determine that rehabilitation or repair is being or has been accomplished satisfactorily, and to audit its records and accounts to determine the amount of reimbursement due therefor. If a request for reimbursement includes a substantial amount of rehabilitation or repair completed prior to the request, or includes entirely completed rehabilitation or repair of a damaged area or damaged facility, an inspection of such completed rehabilitation or repair and an audit of the costs thereof may be made prior to certification to the Congress. Progress inspections and audits may be made at any time at the discretion of the Regional Administrator during the accomplishment of the rehabilitation or repair. A final inspection and audit will be made prior to lump-sum payment or final payment as provided for in § 560.17 (a) and § 560.17 (b). In order to facilitate the determination by the Administrator of the actual costs of rehabilitation or repair, a petitioner should secure and retain in its files documentary evidence of costs and payments therefor, such as invoices, cost estimates, pay rolls, vouchers, cancelled checks or warrants, and receipts.

§ 560.17 *Payments from funds appropriated by the Congress.* Funds appropriated by the Congress pursuant to a certification by the Administrator may be paid to a petitioner, as provided in this section, either in a lump-sum payment or in progress payments.

(a) *Lump-sum payments.* A lump-sum payment may be applied for by a petitioner either after completion of all eligible rehabilitation or repair for which certification was made or after completion of the rehabilitation or repair of any damaged area or damaged facility covered by such certification. Such a payment will be made only after an inspection and audit have been made by the CAA pursuant to the provisions of § 560.16 and only if the rehabilitation or repair has been completed to the satisfaction of the Administrator. If the completed rehabilitation or repair has been paid for by the petitioned, payment will be made in an amount equivalent to the actual cost of the rehabilitation or repair, or the amount included in the certification therefor, or the amount of appropriated funds available for reimbursement therefor, whichever of such amounts is the least. If the rehabilitation or repair has been accomplished but not paid for, the Administrator will pay not to exceed 90% of the actual cost of such rehabilitation or repair, or 90% of the amount included in the certification therefor, or 90% of the amount of appropriated funds available for reimbursement therefor, whichever of such amounts is the least; thereafter, when the rehabilitation or repair has been paid for, the petitioner may apply for and receive payment of the balance of the total amount which would have been payable as a lump-sum payment under this section if such rehabilitation or repair had been paid for at the time the original application for such payment was made.

(b) *Progress payments*—(1) *Agreements for progress payments.* Progress payments may be made either for all eligible rehabilitation or repair for which certification was made or for the rehabilitation or repair of any damaged area or damaged facility covered by such certification, as such rehabilitation or repair progresses. Such payments will be made, as provided herein, to a petitioner at its request provided an agreement therefor has been entered into between the petitioner and the Administrator on Form ACA 2045 (§ 560.20 (a)). A petitioner desiring progress payments should so notify the Administrator, describing the rehabilitation or repair to be accomplished, for which progress payments will be requested, and distinguishing between items of restoration and items of betterment. Such a notice may be submitted at any time after certification and should be submitted as far as possible in advance of the date it is anticipated a request for payment will be made. After monies have been appropriated by the Congress for payment of rehabilitation or repair included in such a notice, the Administrator will prepare and execute a proposed agreement on Form ACA 2045 (§ 560.20 (a)) based upon such notice and will submit it to the petitioner as soon as circumstances permit, for execution by a duly authorized official of the petitioner. When so executed, an agreement should be returned to the District Airport Engineer.

(2) *Time and amount of progress payments.* A petitioner may apply for progress payments, as the work progresses, on a monthly basis or such other basis as may be set forth in the agreement entered into pursuant to § 560.17 (b) (1). The amount of a progress payment will be based upon the percentage of physical completion of the rehabilitation or repair for which payment is applied for. To determine the aggregate amount of progress payments earned as of a specified date for any particular item of rehabilitation or repair, such percentage will be applied to the agreed-upon maximum amount of reimbursement for such item, or to the latest revised total estimated cost of such item, whichever is the lesser. The progress payment due as of such date will equal such aggregate amount less the total of all prior progress payments for the item. No progress payment will be made, however, which would bring the aggregate of such payments to an amount in excess of 90% of the agreed-upon maximum amount of reimbursement for the item or to an amount in excess of 90% of the latest revised total estimated cost thereof, whichever is the lesser:[8] *Provided,* That where the rehabilitation or repair has been more than 90% completed, and where all of the rehabilitation or repair accomplished has been paid for by the petitioner, and where the remainder of the rehabilitation or repair to be accomplished will be suspended for an appreciable length of time due to weather conditions or other causes beyond the control of the petitioner, a progress payment may, at the discretion of the Administrator, be made in an amount which will bring the aggregate of such payments to an amount computed on the basis of the percentage of physical completion reached, such payment to be made on the basis of an inspection by the CAA and a CAA audit.

(3) *Final payments.* Final payment for any particular item of rehabilitation or repair will be made after such item has been accomplished to the satisfaction of the Administrator, and has been paid for by the petitioner, and after an inspection has been made by the CAA and the amount of reimbursement has been established by a final CAA audit. Such a final payment will be made in an amount computed by deducting the aggregate amount of all progress payments made for the item from the smallest of the three following amounts: (i) The actual cost of the item of rehabilitation or repair; (ii) the amount included therefor in the certification; (iii) the amount of appropriated funds available for reimbursement therefor.

(c) *Applications for payments.* All applications for progress, final, and lump-sum payments shall be made on Form ACA–2044 (§ 560.20 (b)), accompanied by a summary of costs of rehabilitation or repair on Form ACA–1630 (§ 560.20 (c)) and a separate Periodic Cost Estimate on Form ACA–1629 (§ 560.20 (d)) for each construction contract or petitioner's force account representing costs for which payment is requested.

(d) *Recovery in event of excess payments.* If the Administrator determines at any time that the aggregate of payments for an item of rehabilitation or repair exceeds the actual cost of the work then performed therefor, or the maximum amount included in the certification therefor, the United States shall be entitled to recover such excess.

§ 560.18 *Supplemental requests.* (a) A petitioner may submit a supplemental request for reimbursement in the amount by which the actual cost of a completed item of restoration exceeds its estimated cost as previously included in a certification made by the Administrator to the Congress. Such a supplemental request shall identify the original request, shall set forth the additional amount requested, which shall be supported by vouchers or other evidence of the actual cost, shall state the cause of the variation between the estimated and actual costs of such restoration, shall be verified in the same manner as an original request, and shall be submitted to the District Airport Engineer in quadruplicate.

(b) If upon receipt of a supplemental request, and after an inspection and audit of the completed rehabilitation or repair, the Administrator determines that the actual cost of a completed item of restoration exceeds the amount of the estimated cost of such item included by him in a certification to the Congress, the Administrator will certify to the Congress the amount by which such actual cost exceeds such estimate, including in the certification a brief statement of the cause of the variation between the estimated and actual costs of the rehabilitation or repair.

§ 560.19 *Projects for rehabilitation or repair in the Federal-aid Airport Program.*[8] Subject to the applicable requirements of the act relative to the Federal-aid Airport Program and Part 550 of the regulations of the Administrator, a petitioner may sponsor a project in that Program for any item of betterment which has not yet been accomplished, the estimated cost of which exceeds the amount of reimbursement therefor included in a certification to the Congress under this part. The participation by the United States in such a project in the Federal-aid Airport Program will be a percentage share of the allowable project costs of the item of betterment over and above the amount of reimbursement therefor included in the certification.

§ 560.20 *Forms.* The purpose of this section is to describe the various forms referred to in the foregoing sections of this part. Copies of such forms and assistance in the completion and execution thereof may be obtained by a petitioner

[8] Under the formula in § 560.16 (b) (2), in a case in which only restoration is involved and in which the agreed-upon maximum amount exceeds or is equal to the latest revised total estimated cost of such restoration, the aggregate amount of progress payments earned as of a particular date, will be equal to the actual cost of work accomplished to such date. Where betterment is involved and the agreed-upon maximum amount is equal to or less than the latest revised total estimated cost of such betterment, the aggregate amount of progress payments earned as of a particular date, will be a percentage of the agreed-upon maximum amount.

[8] See also § 560.15 (a) and § 550.5 (l).

from the District Airport Engineer of the CAA district in which the airport to be rehabilitated or repaired is located.

(a) *Agreement for progress payments for airport rehabilitation or repair, Form ACA–2045 (3–49).* This form, when executed by the Administrator on behalf of the United States and by a petitioner, constitutes an agreement between the United States and the petitioner for the making of progress payments of monies appropriated by the Congress in reimbursement of the cost of rehabilitation or repair. This agreement describes the items of rehabilitation or repair for which progress payments will be made, indicating whether they are items of restoration or items of betterment, and specifies the maximum amount of the United States obligation therefor. Such agreement includes a promise by the petitioner to complete the rehabilitation or repair in accordance with plans and specifications (including subsequent revisions and modifications thereof) having the approval of the Administrator or his duly authorized representative, and to refund to the United States all such payments for any item of rehabilitation or repair in the event such item of rehabilitation or repair is not so completed. It provides also that in the event it is determined by the Administrator upon completion of any item of restoration that the actual cost thereof is in excess of the agreed-upon maximum amount for such item, acceptance by the petitioner of progress payments aggregating said maximum amount shall not be deemed full reimbursement of the cost of such rehabilitation or repair and shall not prejudice the right of the petitioner to submit a supplementary request for reimbursement in the amount of such excess. In addition, it will include such special terms and conditions as the Administrator determines to be necessary in the particular case to insure compliance with section 17 of the act and the regulations in this part.

(b) *Application for payment for rehabilitation or repair, Form ACA–2044 (3–49).* This form contains a formal statement of application for payment for rehabilitation or repair in a specified amount. It identifies the appropriate letter of notification of certification from the Administrator and the agreement, if any, between the petitioner and Administrator for progress payments. It contains spaces for describing briefly the items of restoration and betterment involved and for stating for each of such items the agreed-upon maximum amount of reimbursement, the revised total estimated cost, the costs of rehabilitation or repair incurred as of a specified date, the amount of reimbursement earned as of that date, the amount of all previous payments and unpaid applications, and the amount applied for. The following certification to be executed by a responsible official of the sponsor is provided for:

> I certify that the above application for payment is correct and just, and for a payment which has not been received. I further certify that the cost estimates and statements of costs incurred, as set forth in this application, are true and correct, and relate only to items of rehabilitation or repair contemplated by the letter of notification of certification from the Administrator of Civil Aeronautics dated ----------, 19---- and the agreement entered into between the Petitioner and the United States dated --------, 19----;[1] and that all such costs have been incurred in connection with rehabilitation or repair accomplished in accordance with said letter of notification and agreement[1] and applicable plans and specifications.
>
> [1] This reference to an agreement should be stricken if no such agreement exists.

In addition, a certification is provided for signature by the District Airport Engineer.

Instructions for the preparation of this form are appended thereto.

(c) *Summary of Project Costs, Form ACA–1630 (5–48).* This form contains spaces in which the petitioner is to insert a description of the rehabilitation or repair accomplished, the latest revised total estimated costs, the actual costs incurred to date, and the percentage that the latter bears to the former, all of these figures to be broken down into four main cost classifications: (1) Construction costs, (2) engineering costs, (3) administrative expenses, and (4) contingencies. Instructions for the preparation of this form are appended thereto.

(d) *Periodic Cost Estimate, Form ACA–1629 (5–49).* This form contains two certifications, as follows:

(1) A certification to be executed by the contractor (or the petitioner with respect to force account work) that "the work performed and the materials supplied to date, as shown on this Periodic Cost Estimate, represent the actual value of accomplishment under the terms of this contract in conformity with approved plans and specifications, and that the quantities shown were properly determined and are correct.;"[4]

(2) An "acknowledgment and concurrence of the petitioner's engineer, concurring in the contractor's certification (to be omitted in the case of force account work).

These certifications are preceded by spaces for inserting information regarding the progress of rehabilitation or repair, including the dates when the work was commenced and when completion is anticipated, the percentage of physical completion of rehabilitation or repair, the latest revised estimate of the quantity and cost of the various work items to be accomplished, and a statement of the quantities and value of all work items actually accomplished as of the end of the period for which the report is prepared.

Instructions for the preparation of this form are appended thereto.

[4] As revised for use in connection with section 17 work, in accordance with Instructions appended to the form.

PART 570—GENERAL REGULATIONS OF WASHINGTON NATIONAL AIRPORT

Sec.
570.1 Definitions.

GENERAL RULES AND REGULATIONS

570.4 Airport Administrator.
570.5 Restricted areas.
570.6 Particular areas.
570.7 Observation terrace and balcony.
570.8 Conduct of business or commercial activity.
570.9 Soliciting.
570.10 Taxicabs.
570.11 Advertisements.
570.12 Commercial photography.
570.13 Use of roads and walks.
570.14 Dogs.
570.15 Lost articles.
570.16 Discrimination or segregation.

MOTOR VEHICLE REGULATIONS

570.20 General.
570.21 Motorized equipment.
570.22 Operator's certificate.
570.23 Speed.
570.24 Operation rules.
570.25 Accident reports.
570.26 Parking.
570.27 Motor vehicle lights.
570.28 Repair of motor vehicles.
570.29 Busses.

GENERAL RULES OF CONDUCT

570.32 Disorderly conduct.
570.33 Gambling.
570.34 Sanitation.
570.35 Preservation of property.
570.36 Airport and equipment.
570.37 Weapons, explosives and inflammable material.

FIRE HAZARDS

570.43 Cleaning of aircraft.
570.44 Open-flame operations.
570.45 Storage.
570.46 Smoking.
570.47 Cleaning fluids.
570.48 Floor care.
570.49 Doping.
570.50 Fueling operations.
570.51 Radio operation.
570.52 Motor vehicle operation in hangar.

OBLIGATIONS OF TENANTS

570.55 Signs and bulletin boards.
570.56 Workmen's compensation.
570.57 First aid equipment.
570.58 Storage of equipment.
570.59 Fire apparatus.

PENALTIES

570.60 Penalties.

AUTHORITY: §§ 570.1 to 570.60 issued under sec. 2, 54 Stat. 688; 2 D. C. Code 1602.

SOURCE: §§ 570.1 to 570.60 appear at 12 F. R. 462, except as noted following section affected. Redesignated at 13 F. R. 3045.

§ 570.1 *Definitions.* (a) "Airport" means the Washington National Airport.

(b) "Administrator" means the Administrator of Civil Aeronautics.

(c) "Airport Administrator" means the Airport Administrator appointed by the Administrator of Civil Aeronautics to govern, superintend, control, and protect the Washington National Airport.

(d) "Person" means any individual, firm, copartnership, corporation, company, association, joint-stock association, or body political; and includes any trustee, receiver, assignee, or other similar representative thereof.

(e) "Board" means Civil Aeronautics Board.

GENERAL RULES AND REGULATIONS

§ 570.4 *Airport Administrator.* All persons on any part of the property comprising the airport shall be governed by the regulations prescribed in this part and by orders and instructions of the Airport Administrator relative to the use or occupation of any part of the property comprising the airport.

§ 570.5 *Restricted areas.* No person shall enter any restricted areas posted as being closed to the public except upon written permission of the Airport Administrator.

§ 570.6 *Particular areas.* No person shall enter upon the levy road, landing field, runways, taxi strips, ground floor of the Terminal Building, nor enter the Control Tower, mirador room, third floor offices of the Terminal Building, any hangar, or the apron of the airport except:

(a) Persons assigned to duty therein;

(b) Authorized representatives of the Administrator, or the Board;

(c) Persons authorized by the Airport Administrator;

(d) Passengers under appropriate supervision, entering the apron for the purpose of embarkation and debarkation.

§ 570.7 *Observation terrace and balcony.* No person shall throw paper, cigars, cigarettes, bottles, or any other material from the Observation Terrace, Observation Balcony, or any other balcony in the Terminal Building.

§ 570.8 *Conduct of business or commercial activity.* No person shall engage in any business or commercial activity of any nature whatsoever on the airport except with the approval of the Administrator or Airport Administrator, and under such terms and conditions as may be prescribed.

§ 570.9 *Soliciting.* No person shall solicit funds for any purpose on the airport without the permission of the Airport Administrator.

§ 570.10 *Taxicabs.* No person shall operate any taxicab carrying passengers for hire from the airport unless such operation is with the approval of the Administrator and under such terms and conditions as he may prescribe.

§ 570.11 *Advertisements.* No person shall post, distribute, or display signs, advertisements, circulars, printed or written matter at the airport except with the approval of the Administrator and in such manner as he may prescribe.

§ 570.12 *Commercial photography.* No person shall take still, motion, or sound pictures for commercial purposes on the airport without permission of the Administrator except that the following persons may take pictures for commercial purposes with permission of the Airport Administrator only:

(a) Professional photographers and motion picture cameramen taking scenes of events in the airport as representatives of news concerns and bona fide news publications.

(b) Professional photographers and motion picture cameramen taking scenes of events in the airport, for nonprofit exhibits, for the purpose of stimulating general interest in air commerce or travel.

(c) Professional photographers and motion picture cameramen taking scenes of events in the airport for nonprofit educational purposes.

(d) Professional photographers taking scenes in the airport for general artistic purposes.

§ 570.13 *Use of roads and walks.* (a) No person shall travel on the airport other than on the roads, walks or places provided for the particular class of traffic.

(b) No person shall occupy the roads or walks in such manner as to hinder or obstruct their proper use.

(c) No person shall operate any type of vehicle for the disposal of garbage, ashes or other waste material on the airport without the approval of the Airport Administrator.

§ 570.14 *Dogs.* No person shall enter the Terminal Building or landing area of the airport with a dog or other animal except that seeing-eye dogs may be permitted in the Terminal Building for appropriate purposes, and where dogs are to be transported by air and are restrained by leash or properly confined. Dogs and other animals may be permitted in other areas of the airport if restrained by leash or confined in such manner as to be under control.

§ 570.15 *Lost articles.* Any person finding lost articles shall deposit them at the office of the Airport Administrator. Articles unclaimed within 60 days may be turned over to the finders thereof.

§ 570.16 *Discrimination or segregation.* In the operation of all facilities of the Washington National Airport, services shall be rendered without discrimination or segregation as to race, color, or creed.

[Amdt. 1, 13 F. R. 8736]

MOTOR VEHICLE REGULATIONS

§ 570.20 *General.* No person shall operate any motor vehicle on the airport otherwise than in accordance with the general rules prescribed by the Airport Administrator for the control of such vehicles, except when given special instructions by authorized employees of the airport, or in cases of emergency involving danger to life or property.

§ 570.21 *Motorized equipment.* No person shall operate any motorized equipment on the apron of the Terminal Building or anywhere on the aircraft landing area or levy road or in the inner-baggage tractor concourse of the Terminal Building except:

(a) Persons assigned to duty thereon and who have been issued an operator's certificate by the Airport Administrator;

(b) Persons specifically authorized by the Airport Administrator.

§ 570.22 *Operator's certificate.* No person shall operate motorized equipment of any kind on the roadways of the airport unless possessed of a valid operator's license issued by some legal political jurisdiction or by the Airport Administrator. No person shall operate motorized equipment of the CAA other than aircraft on the airport unless possessed of a valid CAA Operator's Certificate.

§ 570.23 *Speed.* (a) No person shall operate a motor vehicle of any kind on the roadways of the airport in excess of the speed limits prescribed by the Airport Administrator and indicated by posted traffic signs. Motor vehicles shall be so operated as to be under safe control at all times, weather and traffic conditions considered. No person shall operate a motor vehicle of any kind on the apron of the airport in excess of 25 miles per hour. No person shall operate a motor vehicle of any kind in the inner-baggage concourse at a speed greater than 6 miles per hour.

§ 570.24 *Operation rules.* (a) Any person operating a vehicle traveling slowly on any road in the airport, when overtaken by a faster moving vehicle, and upon suitable signal from such overtaking vehicle, shall move to the right to allow safe passage.

(b) Pedestrians within pedestrian lane markings shall have the right-of-way over vehicular traffic.

(c) No person shall operate a vehicle following another vehicle on the airport closer than 15 feet to the preceding vehicle.

(d) No person shall sound a motor vehicle horn except as a warning signal.

(e) No person shall cause or permit a motor vehicle under his control to obstruct traffic by making right or left turns from the wrong traffic lane or by weaving in and out of traffic or in any other improper manner.

(f) No person operating a motor vehicle on the airport shall fail to give proper hand signals. The following signals shall be given by extending the hand and arm from the left side in the following manner:

(1) *Left turn.* The hand and arm shall be extended horizontally.

(2) *Right turn.* The hand and arm shall be extended upward.

(3) *Stop or decrease speed.* The hand and arm shall be extended downward: *Provided, however,* That in lieu of such hand signals, signals may be given by a signal lamp or a signal device which conveys an intelligible warning to another driver approaching from the front or rear.

(g) No person shall operate a motor vehicle on the airport contrary to the directions of posted traffic signs.

(h) No person under the influence of liquor or narcotic drugs shall operate a motor vehicle or aircraft of any kind on the airport.

(i) No person shall operate any motor vehicle on the airport overloaded or carrying more passengers than that for which the vehicles were designed. Riding on the running board, standing up in the body of moving vehicles, riding on the outside of the body of a vehicle, or with arms or legs protruding from the body of motor vehicles are prohibited.

§ 570.25 *Accident reports.* All persons involved in any accidents on the airport and all witnesses thereto shall make a full report thereof to the Airport Administrator or to the nearest airport guard or police officer as soon after the accident as possible, together with their names and addresses.

§ 570.26 *Parking.* No person shall park a motor vehicle on the airport other than in areas specifically established for parking and in the manner

prescribed by the Airport Administrator. No person shall abandon or park as dead storage any motor vehicle on the airport. No person shall park any motor vehicle in excess of the time limit prescribed by the Airport Administrator, nor in restricted or reserved areas unless authorized to do so.

§ 570.27 *Motor vehicle lights.* All motor vehicles, except motorcycles, shall be equipped with two headlights and one or more red tail lights, the headlights to be of sufficient brilliance to assure safety in driving at night, and all lights shall be kept lighted after sunset when the vehicle is on any roadway of the airport, and at all times when passing through unlighted tunnels. Headlights shall be dimmed when meeting other vehicles or pedestrians.

§ 570.28 *Repair of motor vehicles.* No person shall clean or make any repairs to motor vehicles on the roadways or in the parking areas of the airport except those minor repairs necessary to remove such motor vehicle from the airport unless authorized by the Airport Administrator, nor shall any person move, interfere, or tamper with any motor vehicle, or put in motion the engine, or take, or use any motor vehicle part, instrument, or tool thereof, without the permission of the owner or satisfactory evidence of the right to do so duly presented to the Airport Administrator.

§ 570.29 *Busses.* No carrier by motor bus for hire shall load or unload passengers at the airport at any place other than that designated by the Airport Administrator.

GENERAL RULES OF CONDUCT

§ 570.32 *Disorderly conduct.* No person shall commit any disorderly, obscene or indecent act or commit any act of nuisance on the airport.

§ 570.33 *Gambling.* No person shall engage in or conduct gambling in any form or operate gambling devices anywhere on the airport.

§ 570.34 *Sanitation.* (a) No person shall dispose of garbage, papers, or refuse or other material on the airport except in the receptacles provided for that purpose.

(b) No person shall use a comfort station other than in a clean and sanitary manner.

§ 570.35 *Preservation of property.* No person shall: (a) Destroy, injure, deface or disturb in any way any building, sign, equipment, marker, or other structure, tree, flower, lawn or other public property on the airport.

(b) Trespass on lawns and seeded areas on the airport.

(c) Abandon any personal property on the airport.

§ 570.36 *Airport and equipment.* No person shall interfere with, tamper with or injure any part of the airport or any of the equipment thereof.

§ 570.37 *Weapons, explosives and inflammable material.* (a) No persons except peace officers, duly authorized post office, airport, and air carrier employees or members of the armed forces of the United States on official duty shall carry any weapons, explosives, or inflammable material on the airport without the written permission of the Airport Administrator.

(b) All persons other than the excepted classes shall surrender all such objects in their possession to the first officer or guard on the airport.

(c) The Government and the Airport Administrator assume no responsibility for the loss or damage to any such objects so surrendered to the airport guard or officer.

FIRE HAZARDS

§ 570.43 *Cleaning of aircraft.* No person shall use inflammable volatile liquids in the cleaning of aircraft, aircraft engines, propellers, and appliances unless such cleaning operations are conducted in open air, or in a room specifically set aside for that purpose, which room must be properly fireproofed and equipped with adequate and readily accessible fire extinguishing apparatus.

§ 570.44 *Open-flame operations.* No person shall conduct any open-flame operation in any hangar, or on the airport grounds, or part thereof unless specifically authorized by the Airport Administrator.

§ 570.45 *Storage.* No person shall store or stock material or equipment on the airport in such manner as to constitute a fire hazard.

(a) *Storage of inflammable material.* No person shall keep or store any inflammable liquids, gases, signal flares or other similar material in the hangars or in any building on the airport: *Provided,* That such materials may be kept in an aircraft in the proper receptacles installed in the aircraft for such purpose, or in rooms or areas specifically approved for such storage by the Airport Administrator.

(b) *Lubricating oils.* No person shall keep or store lubricating oils in or about the hangars: *Provided,* That such material may be kept in aircraft in the proper receptacles installed in the aircraft for such purpose or in containers provided with suitable draw-off devices.

(c) *Waste.* Lessees of hangars shall provide suitable metal receptacles with self-closing covers for the storage of oily wastes, rags, and other rubbish. All such waste shall be removed by the lessees daily.

§ 570.46 *Smoking.* No person shall smoke in any hangar or shop or in any building, room, or place on the airport where it is specifically prohibited by the Airport Administrator.

§ 570.47 *Cleaning fluids.* No person shall use volatile inflammable substances for cleaning floors in the hangars or in other buildings of the airport.

§ 570.48 *Floor care.* All lessees on the airport shall keep the floors of the hangars and hangar and terminal apron pits and areas adjacent thereto, leased by them respectively, free and clear of oil, grease and other inflammable material.

§ 570.49 *Doping.* "Doping" processes shall be conducted only in properly designed, fireproofed and ventilated rooms or buildings in which:

(a) All illumination, wiring, heating, ventilation equipment, switches, outlets, and fixtures shall be sparkproof and vaporproof and;

(b) All windows and doors shall open easily;

(c) No person shall enter or work in a "dope" room while "doping" processes are being conducted unless such person wears sparkproof shoes.

§ 570.50 *Fueling operations.* The following rules govern the draining and fueling of aircraft:

(a) No aircraft shall be fueled or drained while the engine is running, or being warmed by applications of exterior heat, or while such aircraft is in a hangar or enclosed space.

(b) No smoking shall be permitted within 100 feet of an aircraft being fueled or drained.

(c) No person shall operate any radio transmitter or receiver, or switch electrical appliances off or on in an aircraft during fueling or draining.

(d) During refueling the aircraft and the fueling dispensing apparatus shall both be grounded to a point or points of zero electrical potential.

(e) Persons engaged in the fueling and draining of aircraft shall exercise care to prevent overflow of fuel.

(f) No passenger shall be permitted in any aircraft during fueling unless a cabin attendant is present at or near the cabin door.

(g) Only personnel engaged in the fueling, maintenance, and operation of an aircraft shall be permitted within 100 feet of such aircraft during any such operation.

(h) No person shall use any material during fueling or draining of aircraft which is likely to cause a static spark.

(i) Adequate fire extinguishers shall be within ready reach of all fueling and draining operations.

(j) No person shall start the engine of any aircraft when there is any gasoline on the ground under such aircraft.

(k) Fueling hoses and draining equipment shall be maintained in a safe, sound, and non-leaking condition.

(l) All hoses, funnels, and appurtenances used in fueling and draining operations shall be equipped with a grounding device to prevent ignition of volatile liquids.

(m) The fueling and draining of aircraft shall be conducted at least 50 feet from any hangar or other building.

§ 570.51 *Radio operation.* No person shall operate any radio equipment in any aircraft when such aircraft is in a hangar.

§ 570.52 *Motor vehicle operation in hangar.* No person shall operate a tractor in any hangar unless the tractor exhaust is protected by screens or baffles to prevent the escape of sparks or the propagation of flame. Motor scooters, trucks, and other motor vehicles shall not be operated in any hangar proper at any time.

OBLIGATIONS OF TENANTS

§ 570.55 *Signs and bulletin boards.* The lessees of hangars shall maintain a

bulletin board in a conspicuous place for the purpose of posting any and all notices issued by the Administrator and his representatives.

§ 570.56 *Workmen's compensation.* The lessees of hangars shall post on the bulletin board workmen's compensation notices, lists of competent physicians, and names of liability insurance carriers.

§ 570.57 *First aid equipment.* All tenants or lessees of hangars or shop facilities on the airport shall provide in such hangars or shops conveniently accessible first aid kits approved by the Airport Administrator.

§ 570.58 *Storage of equipment.* No tenant or lessee of any hangar or shop facility on the airport shall store or stack material or equipment in such a manner as to constitute a hazard to personnel or property.

§ 570.59 *Fire apparatus.* All tenants or lessees of hangars or shop facilities shall supply and maintain such adequate and readily accessible fire extinguishers and fire equipment and provide for such periodic fire drills as the Airport Administrator may prescribe.

PENALTIES

§ 570.60 *Penalties.* Any person who violates any rule or regulation prescribed in this part, or any order or instruction issued by the Airport Administrator authorized in this part, may be removed or ejected from the airport by the Airport Administrator and his representatives and may be deprived of the further use of the airport and its facilities for such time as may be necessary to insure the safety of the airport and the public.

PART 571—AERONAUTICAL RULES FOR THE WASHINGTON NATIONAL AIRPORT

Sec.

571.1 General aeronautical rules.
571.2 Definitions.
571.3 Radio contact.
571.4 Report of arrival.
571.5 Aircraft operation rules.
571.6 Aircraft equipment rules.
571.7 Landing area.
571.8 Taxying rules.
571.9 Landing and take-off rules.
571.10 Visual signal procedures.
571.11 Penalties.

AUTHORITY: §§ 571.1 to 571.11 issued under sec. 2, 54 Stat. 688; 2 D. C. Code 1602.

SOURCE: §§ 571.1 to 571.11 appear at 12 F. R. 464, redesignated at 13 F. R. 3045.

§ 571.1 *General aeronautical rules.* All aeronautical activities at the Washington National Airport, and all flying of aircraft departing from or arriving at the Washington National Airport, in the airspace which constitutes the control zone of the Washington National Airport, shall be conducted in conformity with the current pertinent provisions of the Civil Air Regulations (Subchapter A of Chapter I of this title) and orders issued by the Airport Administrator or air-traffic control-tower operator, not in conflict with the said regulations.

§ 571.2 *Definitions.* The term "person" means any individual, firm, copartnership, corporation, company, association, joint-stock association, or body politic; and includes any trustee, receiver, assignee, or other similar representative thereof.

§ 571.3 *Radio contact.* (a) Radio contacts between pilots of aircraft and air-traffic control-tower operators shall be conducted in accordance with the procedures and by means of the phraseologies prescribed by the Administrator of Civil Aeronautics whenever practicable.

(b) Pilots of out-bound aircraft equipped with functioning two-way radio shall not taxi or take off without a control tower clearance.

(c) Pilots of aircraft not equipped with functioning two-way radio shall not land, taxi, or take off without a clearance by radio or light signal: *Provided, however,* That this shall not prohibit sufficient movement of an outbound aircraft not equipped with a functioning transmitter to attract the attention of the control-tower operator.

§ 571.4 *Report of arrival.* Unless impracticable because of weather conditions or unless Airway Traffic Control instructions preclude such action, pilots of in-bound aircraft equipped with functioning two-way radio shall report at or near a contact reporting point and as they enter the airport zone.

§ 571.5 *Aircraft operation rules*—(a) *Confinement of aircraft operations.* Aircraft operations shall be confined to hard surfaced areas. Taxi strips shall not be used for take-offs or landings.

(b) *Parking of aircraft.* No person shall park aircraft in any area on the Airport other than that prescribed by the Airport Administrator or his authorized representative.

(c) *Payment.* Payment for use of Airport facilities, storage, repairs, supplies, or other service rendered by the Airport shall be made before flight clearance will be granted unless satisfactory credit arrangements have been made with the Airport Administrator.

(d) *Disabled aircraft.* Aircraft owners, their pilot, or agent, shall be responsible for the prompt disposal of disabled aircraft and parts thereof unless required or directed to delay such action pending an investigation of an accident.

(e) *Accident reports.* Witnesses of and participants in accidents on or within the environs of the Airport shall make a full report thereof to the Airport Administrator as soon after an accident as possible, together with their names and addresses.

(f) *Refusal of clearance.* The Airport Administrator may delay or restrict any flight or other operations at the Airport and may refuse take-off clearance to any aircraft for any reason he believes justifiable.

§ 571.6 *Aircraft equipment rules*—(a) *Required equipment.* No aircraft shall be operated on the Washington National Airport unless it is equipped with two-way radio, tail or nose wheel, and wheel brakes.

(b) *Interfering and tampering with aircraft.* No person shall interfere or tamper with any aircraft or put in motion the engine of such aircraft, or use any aircraft, aircraft parts, instruments or tools without permission of the owner, or satisfactory evidence of the right to do so presented to the Airport Administrator.

(c) *Repairing of aircraft.* No aircraft, aircraft engines, propellers, and apparatus shall be repaired in any area of the Airport other than that specifically designated by the Airport Administrator.

§ 571.7 *Landing area.* The Anacostia Naval Air Station, Bolling Field, and the Washington National Airport shall be regarded as one landing area in observing the circling requirements of the Civil Air Regulations (Subchapter A of Chapter I of this title).

§ 571.8 *Taxying rules.* (a) No person shall taxi an aircraft to or from the hangar line or to or from an approved parking space until he has ascertained that there will be no danger of collision with any person or object in the immediate area by visual inspection of the area and, when available, through information furnished by airport attendants.

(b) No aircraft shall be taxied except at a safe and reasonable speed.

(c) Pilots shall not taxi onto or across runway in use until specifically cleared to do so by radio or visual signal.

(d) No aircraft not equipped with adequate brakes shall be taxied near buildings or parked aircraft unless an attendant is at the wing of the aircraft to assist the pilot.

(e) Aircraft shall be taxied in accordance with the taxying patterns prescribed when any particular runway is in use.

(f) No person shall start or run any engine in aircraft, unless a competent person is in the aircraft attending the engine controls. Blocks shall always be placed in front of the wheels before starting the engine or engines, unless the aircraft is provided with adequate parking brakes.

§ 571.9 *Landing and take-off rules.* (a) Landings and take-offs shall be made on the runway according to the direction given by the Control Tower.

(b) No landing or take-off shall be made except at a safe distance from buildings and aircraft.

(c) Aircraft landing or taking off shall conform to the air traffic pattern published jointly by the Anacostia Naval Air Station, Bolling Field and the Washington National Airport.

§ 571.10 *Visual signal procedures.* (a) Visual signal procedures prescribed by the Administrator of Civil Aeronautics shall be observed.

(b) To an aircraft approaching for a landing:

(1) An illuminated red cross at the end of a runway shall mean: "Runway Not Clear for Landing."

(2) An illuminated green arrow shall mean: "Runway To Be Used In Direction Of Arrow."

(c) To an aircraft on the ground:

(1) A red light at the take-off end of the runway in use shall mean: "Do Not Taxi Onto Runway."

(2) A red light at far end of runway in use shall mean: "Hold, Do Not Take Off."

(3) A green light at take-off end of a runway in use shall mean: "Cleared To Take Off."

(4) A green flush light at junction of taxi lane and runway shall mean: "Cleared To Taxi."

(5) A red flush light at any junction shall mean: "Do Not Taxi Beyond This Point."

§ 571.11 *Penalties.* In addition to penalties otherwise provided, any person operating or handling any aircraft in violation of the regulations in this part, or refusing to comply therewith, may promptly be removed or ejected from the airport by or under the authority of the Airport Administrator and upon the order of the Airport Administrator, may be deprived of the further use of the airport and its facilities for such length of time as may be required to insure the safeguarding of the same and the public and its interest therein.

PART 600—DESIGNATION OF CIVIL AIRWAYS

GENERAL

Sec.
600.1 Definition.
600.2 Scope.
600.3 Basis and purpose.

CIVIL AIRWAYS

600.10 Designation of civil airways.

GREEN CIVIL AIRWAYS

600.11 Green civil airway No. 1 (United States-Canadian Border to Forest City, Maine).
600.12 Green civil airway No. 2 (Seattle, Wash., to Boston, Mass.).
600.13 Green civil airway No. 3 (San Francisco, Calif., to New York, N. Y.).
600.14 Green civil airway No. 4 (Los Angeles, Calif., to Philadelphia, Pa.).
600.15 Green civil airway No. 5 (Los Angeles, Calif., to Boston, Mass.).
600.16 Green civil airway No. 6 (Laredo, Tex., to Norfolk, Va.).
600.17 Green civil airway No. 7 (Nome, Alaska, to Fairbanks, Alaska).
600.18 Green civil airway No. 8 (Attu, Alaska, to Northway, Alaska).

AMBER CIVIL AIRWAYS

600.101 Amber civil airway No. 1 (United States-Mexican Border to Nome, Alaska).
600.102 Amber civil airway No. 2 (Long Beach, Calif., to Point Barrow, Alaska).
600.103 Amber civil airway No. 3 (El Paso, Tex., to Great Falls, Mont.).
600.104 Amber civil airway No. 4 (Brownsville, Tex., to Minot, N. Dak.).
600.105 Amber civil airway No. 5 (Grand Isle, La., to Milwaukee, Wis.).
600.106 Amber civil airway No. 6 (Jacksonville, Fla., to United States-Canadian Border).
600.107 Amber civil airway No. 7 (Key West, Fla., to Caribou, Maine).
600.108 Amber civil airway No. 8 (Los Angeles, Calif., to The Dalles, Oreg.).
600.109 Amber civil airway No. 9 (Charleston, S. C., to New York, N. Y.).

RED CIVIL AIRWAYS

600.201 Red civil airway No. 1 (Portland, Oreg., to Kansas City, Mo.).
600.202 Red civil airway No. 2 (Butte, Mont., to Rapid City, S. Dak.).
600.203 Red civil airway No. 3 (Philipsburg, Pa., to Hartford, Conn.).
600.204 Red civil airway No. 4 (Otto, N. Mex., to Las Vegas, N. Mex.).
600.205 Red civil airway No. 5 (Sioux Falls, S. Dak., to St. Paul, Minn.).
600.206 Red civil airway No. 6 (Las Vegas, Nev., to Omaha, Nebr.).
600.207 Red civil airway No. 7 (Atlanta, Ga., to Greensboro, N. C.).
600.208 Red civil airway No. 8 (Altoona, Pa., to Wilkes-Barre, Pa.).
600.209 Red civil airway No. 9 (San Diego, Calif., to Winslow, Ariz.).
600.210 Red civil airway No. 10 (Pueblo, Colo., to Charleston, S. C.).
600.211 Red civil airway No. 11 (Tulsa, Okla., to Boston, Mass.).
600.212 Red civil airway No. 12 (Kansas City, Mo., to Detroit, Mich.).
600.213 Red civil airway No. 13 (Sunbury, Pa., to Boston, Mass.).
600.214 Red civil airway No. 14 (Lone Rock, Wis., to Louisville, Ky.).
600.215 Red civil airway No. 15 (Las Vegas, Nev., to Gila Bend, Ariz.).
600.216 Red civil airway No. 16 (Tallahassee, Fla., to Florence, S. C.).
600.217 Red civil airway No. 17 (Fort Wayne, Ind., to Baltimore, Md.).
600.218 Red civil airway No. 18 (Indianapolis, Ind., to Washington, D. C.).
600.219 Red civil airway No. 19 (Washington, D. C., to Grand Rapids, Mich.).
600.220 Red civil airway No. 20 (Lansing, Mich., to Washington, D. C.).
600.221 Red civil airway No. 21 (Pittsburgh, Pa., to Boston, Mass.).
600.222 Red civil airway No. 22 (United States-Canadian Border to Rochester, N. Y.).
600.223 Red civil airway No. 23 (United States-Canadian Border to New York, N. Y.).
600.224 Red civil airway No. 24 (Amarillo, Tex., to Oklahoma City, Okla.).
600.225 Red civil airway No. 25 (Tallahassee, Fla., to Miami, Fla.).
600.226 Red civil airway No. 26 (Syracuse, N. Y., to Millville, N. J.).
600.227 Red civil airway No. 27 (Knoxville, Tenn., to Detroit, Mich.).
600.228 Red civil airway No. 28 (Rockford, Ill., to Detroit, Mich.).
600.229 Red civil airway No. 29 (Rochester, N. Y., to Baltimore, Md.).
600.230 Red civil airway No. 30 (Shreveport, La., to Jacksonville, Fla.).
600.231 Red civil airway No. 31 (Denver, Colo., to Minneapolis, Minn.).
600.232 Red civil airway No. 32 (Laredo, Tex., to Houston, Tex.).
600.233 Red civil airway No. 33 (Richmond, Va., to New Hackensack, N. Y.).
600.234 Red civil airway No. 34 (Pulaski, Va., to Elizabeth City, N. C.).
600.235 Red civil airway No. 35 (Pueblo, Colo., to Wichita, Kans.).
600.236 Red civil airway No. 36 (Rochester, Minn., to La Crosse, Wis.).
600.237 Red civil airway No. 37 (Dallas, Tex., to Washington, D. C.).
600.238 Red civil airway No. 38 (Big Spring, Tex., to San Antonio, Tex.).
600.239 Red civil airway No. 39 (Bethel, Alaska, to Fairbanks, Alaska).
600.240 Red civil airway No. 40 (Shemya, Alaska, to Anchorage, Alaska).
600.241 Red civil airway No. 41 (Yakutat, Alaska, to Gustavus, Alaska).
600.242 Red civil airway No. 42 (Joliet, Ill., to La Fayette, Ind.).
600.243 Red civil airway No. 43 (Chicago, Ill., to La Fayette, Ind.).
600.244 Red civil airway No. 44 (Bellingham, Wash., to United States-Canadian Border).
600.245 Red civil airway No. 45 (Washington, D. C., to Allentown, Pa.).
600.246 Red civil airway No. 46 (Aberdeen, S. Dak., to Watertown, S. Dak.).
600.247 Red civil airway No. 47 (Tampa, Fla., to Daytona Beach, Fla.).
600.248 Red civil airway No. 48 (Missoula, Mont., to Livingston, Mont.).
600.249 Red civil airway No. 49 (Elko, Nev., to Fort Bridger, Wyo.).
600.250 Red civil airway No. 50 (Galena, Alaska, to Fairbanks, Alaska).
600.251 Red civil airway No. 51 (El Paso, Tex., to U. S.-Mexican Border).
600.252 Red civil airway No. 52 (Memphis, Tenn., to Birmingham, Ala.).
600.253 Red civil airway No. 53 (Joplin, Mo., to Springfield, Mo.).
600.254 Red civil airway No. 54 (Burley, Idaho, to Salt Lake City, Utah).
600.255 Red civil airway No. 55 (Burlington, Iowa, to Columbus, Ohio).
600.256 Red civil airway No. 56 (Red Bluff, Calif., to Whitmore, Calif.).
600.257 Red civil airway No. 57 (Moline, Ill., to Youngstown, Ohio).
600.258 Red civil airway No. 58 (Salinas, Calif., to Hollister, Calif.).
600.259 Red civil airway No. 59 (Gage, Okla., to Oklahoma City, Okla.).
600.260 Red civil airway No. 60 (San Jose, Calif., to Stockton, Calif.).
600.261 Red civil airway No. 61 (Pittsburgh, Pa., to Washington, D. C.).
600.262 Red civil airway No. 62 (Lansing, Mich., to Pittsburgh, Pa.).
600.263 Red civil airway No. 63 (Battle Creek, Mich., to the United States-Canadian Border).
600.264 Red civil airway No. 64 (U. S.-Canadian Border to Annette Island, Alaska).
600.265 Red civil airway No. 65 (Oceanside, Calif., to Blythe, Calif.).
600.266 Red civil airway No. 66 (Santa Barbara, Calif., to Los Angeles, Calif.).
600.267 Red civil airway No. 67 (Crestview, Fla., to Dothan, Ala.).
600.268 Red civil airway No. 68 (El Paso, Tex., to Shreveport, La.).
600.269 Red civil airway No. 69 (El Paso, Tex., to Big Spring, Tex.).
600.270 Red civil airway No. 70 (Midland, Tex., to Oklahoma City, Okla.).
600.271 Red civil airway No. 71 (Lubbock, Tex., to Wichita Falls, Tex.).
600.272 Red civil airway No. 72 (Millville, N. J., to Newark, N. J.).
600.273 Red civil airway No. 73 (Baltimore, Md., to Millville, N. J.).
600.274 Red civil airway No. 74 (Louisville, Ky., to Cincinnati, Ohio).
600.275 Red civil airway No. 75 (U. S.-Canadian Border, Vancouver, B. C., to the U. S.-Canadian Border, Abbotsford, B. C.).
600.276 Red civil airway No. 76 (Williams, Calif., to Auburn, Calif.).
600.277 Red civil airway No. 77 (Richmond, Va., to Millville, N. J.).
600.278 Red civil airway No. 78 (Medford, Oreg., to Klamath Falls, Oreg.).
600.279 Red civil airway No. 79 (Port Angeles, Wash., to Everett, Wash.).
600.280 Red civil airway No. 80 (Lewistown, Mont., to Miles City, Mont.).
600.281 Red civil airway No. 81 (Parkersburg, W. Va., to Elkins, W. Va.).
600.282 Red civil airway No. 82 (Skwentna, Alaska, to Anchorage, Alaska).
600.283 Red civil airway No. 83 (Tucson, Ariz., to Rodeo, N. Mex.).
600.284 Red civil airway No. 84 (New Orleans, La., to Biloxi, Miss.).
600.285 Red civil airway No. 85 (Dayton, Ohio, to Mansfield, Ohio).

BLUE CIVIL AIRWAYS

600.601 Blue civil airway No. 1 (Pendleton, Oreg., to Spokane, Wash.).
600.602 Blue civil airway No. 2 (Birmingham, Ala., to Erie, Pa.).
600.603 Blue civil airway No. 3 (Tallahassee, Fla., to La Fayette, Ind.).
600.604 Blue civil airway No. 4 (Nantucket, Mass., to United States-Canadian Border).
600.605 Blue civil airway No. 5 (Galveston, Tex., to Salina, Kans.).
600.606 Blue civil airway No. 6 (Abilene, Tex., to Muskegon, Mich.).

Sec.
600.607 Blue civil airway No. 7 (Paso Robles, Calif., to Williams, Calif.).
600.608 Blue civil airway No. 8 (Fargo, N. Dak., to United States-Canadian Border).
600.609 Blue civil airway No. 9 (Columbia, Mo., to United States-Canadian Border).
600.610 Blue civil airway No. 10 (Fresno, Calif., to Williams, Calif.).
600.611 Blue civil airway No. 11 (Cleveland, Ohio, to Niagara Falls, N. Y.).
600.612 Blue civil airway No. 12 (The Dalles, Oreg., to Ellensburg, Wash.).
600.613 Blue civil airway No. 13 (Houston, Tex., to Minneapolis, Minn.).
600.614 Blue civil airway No. 14 (El Centro, Calif., to Sacramento, Calif.).
600.615 Blue civil airway No. 15 (Huntington, W. Va., to Erie, Pa.).
600.616 Blue civil airway No. 16 (Dillon, Mont., to Helena, Mont.).
600.617 Blue civil airway No. 17 (Millinocket, Maine, to Presque Isle, Maine).
600.618 Blue civil airway No. 18 (Philadelphia, Pa., to Burlington, Vt.).
600.619 Blue civil airway No. 19 (Miami, Fla., to Orlando, Fla.).
600.620 Blue civil airway No. 20 (Atlantic City, N. J., to Allentown, Pa.).
600.621 Blue civil airway No. 21 (Charleston, W. Va., to Erie, Pa.).
600.622 Blue civil airway No. 22 (Memphis, Tenn., to Wichita, Kans.).
600.623 Blue civil airway No. 23 (Detroit, Mich., to Flint, Mich.).
600.624 Blue civil airway No. 24 (El Centro, Calif., to Riverside, Calif.).
600.625 Blue civil airway No. 25 (Cordova, Alaska, to Big Delta, Alaska).
600.626 Blue civil airway No. 26 (Anchorage, Alaska, to Nenana, Alaska).
600.627 Blue civil airway No. 27 (Kodiak, Alaska, to Kotzebue, Alaska).
600.628 Blue civil airway No. 28 (Charleston, S. C., to Spartanburg, S. C.).
600.629 Blue civil airway No. 29 (Raleigh, N. C., to Lynchburg, Va.).
600.630 Blue civil airway No. 30 (Brownsville, Tex., to Amarillo, Tex.).
600.631 Blue civil airway No. 31 (New Florence, Mo., to Moline, Ill.).
600.632 Blue civil airway No. 32 (Pendleton, Oreg., to Fairbanks, Alaska).
600.633 Blue civil airway No. 33 (Archbold, Ohio, to Detroit, Mich.).
600.634 Blue civil airway No. 34 (Little Rock, Ark., to Tulsa, Okla.).
600.635 Blue civil airway No. 35 (Topeka, Kans., to Kirksville, Mo.).
600.636 Blue civil airway No. 36 (Thurman, Colo., to North Platte, Nebr.).
600.637 Blue civil airway No. 37 (Casper, Wyo., to Rapid City, S. Dak.).
600.638 Blue civil airway No. 38 (Annette Island, Alaska, to United States-Canadian Border).
600.639 Blue civil airway No. 39 (Knoxville, Tenn., to United States-Canadian Border).
600.640 Blue civil airway No. 40 (Concord, N. H., to Burlington, Vt.)
600.641 Blue civil airway No. 41 (New York, N. Y., to United States-Canadian Border).
600.642 Blue civil airway No. 42 (South Bend, Ind., to Battle Creek, Mich.).
600.643 Blue civil airway No. 43 (Birmingham, Ala., to Nashville, Tenn.).
600.644 Blue civil airway No. 44 (Advance, Mo., to United States-Canadian Border).
600.645 Blue civil airway No. 45 (Lake Charles, La., to Baton Rouge, La.).
600.646 Blue civil airway No. 46 (Los Angeles, Calif., to Oakland, Calif.).
600.647 Blue civil airway No. 47 (Martinsburg, W. Va., to Phillipsburg, Pa.).
600.648 Blue civil airway No. 48 (New York, N. Y., to New Hackensack, N. Y.).
600.649 Blue civil airway No. 49 (Atlantic City, N. J., to Philadelphia, Pa.).
600.650 Blue civil airway No. 50 (Bangor, Maine, to the United States-Canadian Border.).
600.651 Blue civil airway No. 51 (Wendover, Utah, to Dubois, Idaho).
600.652 Blue civil airway No. 52 (Paso Robles, Calif., to Fresno, Calif.).
600.653 Blue civil airway No. 53 (Providence, R. I., to Hartford, Conn.).
600.654 Blue civil airway No. 54 (Salinas, Calif., to Hamilton Field, Calif.).
600.655 Blue civil airway No. 55 (Crestview, Fla., to Montgomery, Ala.).
600.656 Blue civil airway No. 56 (Elizabeth City, N. C., to Washington, D. C.).
600.657 Blue civil airway No. 57 (Elko, Nev., to Burley, Idaho).
600.658 Blue civil airway No. 58 (Sioux Falls, S. Dak., to Watertown, S. Dak.).
600.659 Blue civil airway No. 59 (Pensacola, Fla., to Goodway, Ala.).
600.660 Blue civil airway No. 60 (Sunnyvale, Calif., to Stockton, Calif.).
600.661 Blue civil airway No. 61 (Springfield, Mo., to Kansas City, Mo.).
600.662 Blue civil airway No. 62 (Ypsilanti, Mich., to Flint, Mich.).
600.663 Blue civil airway No. 63 (Olathe, Kans., to Topeka, Kans.).
600.664 Blue civil airway No. 64 (Lebo, Kans., to Topeka, Kans.).
600.665 Blue civil airway No. 65 (Garden City, Kans., to Goodland, Kans.).
600.666 Blue civil airway No. 66 (Bridgeport, Conn., to Poughkeepsie, N. Y.).
600.667 Blue civil airway No. 67 (Yuma, Ariz., to Las Vegas, Nev.).

OTHER CIVIL AIRWAYS

600.1001 Dubois, Idaho, to West Yellowstone, Mont., civil airway.
600.1002 Rapid City, S. Dak., to Spearfish, S. Dak., civil airway.
600.1003 St. Louis, Mo., to Des Moines, Iowa, civil airway.
600.1004 Winslow, Ariz., to Las Vegas, Nev., civil airway.

AUTHORITY: §§ 600.1 to 600.1004 issued under secs. 205 (a), 308, 52 Stat. 984, 986; 49 U. S. C. 425 (a), 458. Interpret or apply secs. 301, 302, 307, 52 Stat. 985, 986; 49 U. S. C. 451, 452, 457.

SOURCE: §§ 600.1 to 600.1004 appear at 12 F. R. 4200, except as noted following sections affected.

GENERAL

§ 600.1 *Definition.* As used in this part, "civil airway" means a path through the navigable airspace of the United States suitable for interstate, overseas, or foreign air commerce.

§ 600.2 *Scope.* (a) Each civil airway, except as provided in §§ 600.10–600.1004, shall include the navigable airspace of the United States above all that area on the surface of the earth lying within 5 miles of the center of the center line prescribed for each such airway, but shall not include any of the airspace of an airspace reservation as provided for in section 4 of the Air Commerce Act of 1926.

(b) The center line of each civil airway shall be a line extended in the manner hereinafter prescribed through the center of the points or intersections specified for such airway.

§ 600.3 *Basis and purpose.* The basis of this part is found in section 302 of the Civil Aeronautics Act of 1938, as amended (52 Stat. 985, 54 Stat. 1233, 1235, 1236; 49 U. S. C. 452). The purpose of this part is to designate civil airways in order to provide suitable, and insofar as possible, safe routes for aircraft operating in interstate, overseas, or foreign air commerce.

CIVIL AIRWAYS

§ 600.10 *Designation of civil airways.* The paths through the navigable air space of the United States described in §§ 600.11–600.1004 are designated as civil airways.

GREEN CIVIL AIRWAYS

§ 600.11 *Green civil airway No. 1 (United States-Canadian Border to Forest City, Maine).* From the intersection of the east course of the Megantic, Quebec, Canada, radio range and the United States-Canadian Border, via the Millinocket, Maine, radio range station to Forest City, Maine (United States-Canadian Border).

§ 600.12 *Green civil airway No. 2 (Seattle, Wash., to Boston, Mass.).* From the King County Airport, Seattle, Wash., via the Seattle, Wash., radio range station; Ellensburg, Wash., radio range station; Ephrata, Wash., radio range station; Spokane, Wash., radio range station; Coeur D'Alene, Idaho, radio range station; Mullan Pass, Idaho, radio range station; Superior, Mont., radio range station; Missoula, Mont., radio range station; Drummond, Mont., radio range station; Helena, Mont., radio range station; the intersection of the southeast course of the Helena, Mont., radio range and the northwest course of the Bozeman, Mont., radio range; Bozeman, Mont., radio range station; the intersection of the southeast course of the Bozeman, Mont., radio range and the west course of the Livingston, Mont., radio range; Livingston, Mont., radio range station; Billings, Mont., radio range station; Custer, Mont., radio range station; Miles City, Mont., radio range station; the intersection of the northeast course of the Miles City, Mont., radio range and the west course of the Dickinson, N. Dak., radio range; Dickinson, N. Dak., radio range station; Bismarck, N. Dak., radio range station; the Jamestown, N. Dak., radio range station; the intersection of the east course of the Jamestown, N. Dak., radio range and the west course of the Fargo, N. Dak., radio range; Fargo, N. Dak., radio range station; Alexandria, Minn., radio range station; Minneapolis, Minn., radio range station; La Crosse, Wis., radio range station; Lone Rock, Wis., radio range station; Madison, Wis., radio range station; Milwaukee, Wis., radio range station; Muskegon, Mich., radio range station; Grand Rapids, Mich., radio range station; Lansing, Mich., radio range station; the intersection of the east course of the Lansing, Mich., radio range and the north course of the Romulus, Mich., radio range; the Romulus, Mich., radio range station to the intersection of the east course of the Romulus, Mich., radio range and the United States-Canadian Border. From the intersection of the east course of the Clear Creek, Ontario, Canada, radio range and the United States-Canadian Border via the intersection of the east

course of the Clear Creek, Ontario, radio range and the southwest course of the Buffalo, N. Y., radio range; Buffalo, N. Y., radio range station; the intersection of the east course of the Buffalo, N. Y., radio range and the southwest course of the Rochester, N. Y., radio range; Rochester, N. Y., radio range station; the intersection of the southeast course of the Rochester, N. Y., radio range and the west course of the Syracuse, N. Y., radio range; Syracuse, N. Y., radio range station; Utica, N. Y., radio range station; Albany, N. Y., radio range station; Westfield, Mass., radio range station; the intersection of the southeast course of the Westfield, Mass., radio range and the southwest course of the Boston, Mass., radio range to the Boston, Mass., radio range station.

§ 600.13 *Green civil airway No. 3 (San Francisco, Calif., to New York, N. Y.).* From the intersection of the northwest course of the San Francisco, Calif., radio range and the southwest course of the Fairfield-Suisun, Calif., radio range via the San Francisco, Calif., radio range station; Oakland, Calif., radio range station; Sacramento, Calif., radio range station; the intersection of the northeast course of the Sacramento, Calif., radio range and the southwest course of the Donner Summit, Calif., radio range; Donner Summit, Calif., radio range station; Reno, Nev., radio range station; Humboldt, Nev., radio range station; Battle Mountain, Nev., radio range station; Elko, Nev., radio range station; the intersection of the northeast course of the Elko, Nev., radio range and the west course of the Lucin, Utah, radio range; Lucin, Utah, radio range station; Ogden, Utah, radio range station; Fort Bridger, Wyo., radio range station; Rock Springs, Wyo., radio range station; Sinclair, Wyo., radio range station; the intersection of the east course of the Sinclair, Wyo., radio range and the northwest course of the Laramie, Wyo., radio range; the intersection of the northwest course of the Laramie, Wyo., radio range and the northwest course of the Cheyenne, Wyo., radio range; Cheyenne, Wyo., radio range station; Sidney, Nebr., radio marker station; North Platte, Nebr., radio range station; Grand Island, Nebr., radio range station; Omaha, Nebr., radio range station; Des Moines, Iowa, radio range station; Moline, Ill., radio range station; the intersection of the southeast course of the Rockford, Ill., radio range and the west course of the Chicago, Ill., radio range; the intersection of the southeast course of the Rockford, Ill., radio range and the west course of the Goshen, Ind., radio range; Goshen, Ind., radio range station; Toledo, Ohio, radio range station; Cleveland, Ohio, radio range station; Youngstown, Ohio, radio range station; the intersection of the east course of the Youngstown, Ohio, radio range and the west course of the Philipsburg, Pa., radio range; Philipsburg, Pa., radio range station; Allentown, Pa., radio range station; the intersection of the east course of the Allentown, Pa., radio range and the southwest course of the New York, N. Y. (LaGuardia Field), radio range to the New York, N. Y. (LaGuardia Field), radio range station.

[Amdt. 3, 13 F. R. 1224]

§ 600.14 *Green civil airway No. 4 (Los Angeles, Calif., to Philadelphia, Pa.).* From the Municipal Airport, Los Angeles, Calif., via the Los Angeles, Calif., radio range station; the intersection of the north course of the Los Angeles, Calif., radio range and the southwest course of the Palmdale, Calif., radio range; Palmdale, Calif., radio range station; Daggett, Calif., radio range station; the Needles, Calif., radio range station; the Prescott, Ariz., radio range station; Winslow, Ariz., radio range station; El Morro, N. Mex., radio range station; Acomita, N. Mex., radio range station; Albuquerque, N. Mex., radio range station; Otto, N. Mex., radio range station; Tucumcari, N. Mex., radio range station; Amarillo, Tex., radio range station; the intersection of the east course of the Amarillo, Tex., radio range and the southwest course of the Gage, Okla., radio range; Gage, Okla., radio range station; Wichita, Kans., radio range station; Lebo, Kans., radio range station; Kansas City, Mo., radio range station; the intersection of the northeast course of the Kansas City, Mo., radio range and the west course of the Columbia, Mo., radio range; Columbia, Mo., radio range station; St. Louis, Mo., radio range station; Effingham, Ill., radio range station; Terre Haute, Ind., radio range station; Indianapolis, Ind., radio range station; the intersection of the east course of the Indianapolis, Ind., radio range and the west course of the Columbus, Ohio, radio range; Columbus, Ohio, radio range station; the intersection of the east course of the Columbus, Ohio, radio range and the west course of the Pittsburgh, Pa., radio range; Pittsburgh, Pa., radio range station; the intersection of the northeast course of the Pittsburgh, Pa., radio range and the west course of the Altoona, Pa., radio range; Altoona, Pa., radio range station; Harrisburg, Pa., radio range station; the intersection of the east course of the Harrisburg, Pa., radio range and the southwest course of the Philadelphia, Pa., radio range and the Philadelphia, Pa., radio range station to the Municipal Airport, Philadelphia, Pa.

[Amdt. 1, 12 F. R. 6126]

§ 600.15 *Green civil airway No. 5 (Los Angeles, Calif., to Boston, Mass.).* From the Los Angeles, Calif., radio range station via the Riverside, Calif., radio range station; the intersection of the east course of the Riverside, Calif., radio range and the west course of the Blythe, Calif., radio range; Blythe, Calif., radio range station; Phoenix, Ariz., radio range station; the intersection of the south course of the Phoenix, Ariz., radio range and the northwest course of the Tucson, Ariz., radio range; Tucson, Ariz., radio range station; the intersection of the southeast course of the Tucson, Ariz., radio range and the west course of the Cochise, N. Mex., radio range; Cochise, Ariz., radio range station; Rodeo, N. Mex., radio range station; Columbus, N. Mex., radio range station; El Paso, Tex., radio range station; Salt Flat, Tex., radio range station; Wink, Tex., radio range station; Big Spring, Tex., radio range station; Abilene, Tex., radio range station; Fort Worth, Tex., radio range station; Texarkana, Ark., radio range station; Memphis, Tenn., radio range station; Jackson, Tenn., radio range station; Nashville, Tenn., radio range station; the intersection of the northeast course of the Nashville, Tenn., radio range and the northwest course of the Smithville, Tenn., radio range; Smithville, Tenn., radio range station; the intersection of the east course of the Smithville, Tenn., radio range and the west course of the Knoxville, Tenn., radio range, excluding that portion which lies more than two miles north of the west course of the Knoxville, Tenn., radio range between the intersection of the east course of the Smithville, Tenn., radio range and the west course of the Knoxville, Tenn., radio range, excluding that portion which lies more than two miles north of the west course of the Knoxville, Tenn., radio range between the intersection of the east course of the Smithville, Tenn., radio range and the west course of the Knoxville, Tenn., radio range and a point thirteen miles west of the Knoxville, Tenn., radio range station; Knoxville, Tenn., radio range station; Tri-City, Tenn., radio range station; Pulaski, Va., radio range station; Roanoke, Va., radio range station; Gordonsville, Va., radio range station; the intersection of the northeast course of the Gordonsville, Va., radio range and the south course of the Washington, D. C., radio range; Brandywine, Md., radio range station; Millville, N. J., radio range station, excluding that portion below 3,000 feet which lies within the Little Creek, Del., Danger Area; the intersection of the northeast course of the Millville, N. J., radio range and the southwest course of the Mitchel Field, N. Y. (Army) radio range; the Mitchel Field, N. Y. (Army) radio range station; the intersection of the northeast course of the Mitchel Field, N. Y. (Army) radio range and the southwest course of the Boston, Mass., radio range to the intersection of the southwest course of the Boston, Mass., radio range and the southeast course of the Westfield, Mass., radio range.

[Amdt. 18, 14 F. R. 3466]

NOTE: § 600.15 as printed above is effective from July 1, 1949, to 0001 e. s. t. Sept. 1, 1949. At the end of that period the following text will again become effective:

§ 600.15 *Green civil airway No. 5 (Los Angeles, Calif., to Boston, Mass.).* From the Los Angeles, Calif., radio range station via the Riverside, Calif., radio range station; the intersection of the east course of the Riverside, Calif., radio range and the west course of the Blythe, Calif., radio range; Blythe, Calif., radio range station; Phoenix, Ariz., radio range station; the intersection of the south course of the Phoenix, Ariz., radio range and the northwest course of the Tucson, Ariz., radio range; Tucson, Ariz., radio range station; the intersection of the southeast course of the Tucson, Ariz., radio range and the west course of the Cochise, N. Mex., radio range; Cochise, N. Mex., radio range station; Rodeo, N. Mex., radio range station; Columbus, N. Mex., radio range station; El Paso, Tex., radio range station; Salt Flat, Tex., radio range station; Wink, Tex.,

radio range station; Big Spring, Tex., radio range station; Abilene, Tex., radio range station; Fort Worth, Tex., radio range station; Texarkana, Ark., radio range station; Memphis, Tenn., radio range station; Jack's Creek, Tenn., radio range station; Nashville, Tenn., radio range station; the intersection of the northeast course of the Nashville, Tenn., radio range and the northwest course of the Smithville, Tenn., radio range; Smithville, Tenn., radio range station; the intersection of the east course of the Smithville, Tenn., radio range and the west course of the Knoxville, Tenn., radio range, excluding that portion which lies more than two miles north of the west course of the Knoxville, Tenn., radio range between the intersection of the east course of the Smithville, Tenn., radio range and the west course of the Knoxville, Tenn., radio range and a point thirteen miles west of the Knoxville, Tenn., radio range station; Knoxville, Tenn., radio range station; Tri-City, Tenn., radio range station; Pulaski, Va., radio range station; Roanoke, Va., radio range station; Gordonsville, Va., radio range station; the intersection of the northeast course of the Gordonsville, Va., radio range and the south course of the Washington, D. C., radio range; Brandywine, Md., radio range station; Millville, N. J., radio range station; the intersection of the northeast course of the Millville, N. J., radio range and the southwest course of the Mitchel Field, N. Y. (Army), radio range; the Mitchel Field, N. Y. (Army), radio range station; the intersection of the northeast course of the Mitchel Field, N. Y. (Army), radio range and the southwest course of the Boston, Mass., radio range to the intersection of the southwest course of the Boston, Mass., radio range and the southeast course of the Westfield, Mass., radio range.

§ 600.16 *Green civil airway No. 6 (Laredo, Tex., to Norfolk, Va.).* From the Laredo, Tex., radio range station via the Alice, Tex., radio range station; Corpus Christi, Tex., radio range station; Palacios, Tex., radio range station; Houston, Tex., radio range station; Beaumont, Tex., radio range station; Lake Charles, La., radio range station; New Orleans, La., radio range station; Mobile, Ala., radio range station; Maxwell Field, Ala., radio range station; the intersection of the east course of the Maxwell Field, Ala., radio range and the southwest course of the Atlanta, Ga., radio range; Atlanta, Ga., radio range station; Spartanburg, S. C., radio range station; the intersection of the northeast course of the Spartanburg, S. C., radio range and the west course of the Charlotte, N. C., radio range; the intersection of the north course of the Charlotte, N. C., radio range and the southwest course of the Greensboro, N. C., radio range; Greensboro, N. C., radio range station; Blackstone, Va., radio range station; the intersection of the northeast course of the Blackstone, Va., radio range and the southwest course of the Richmond, Va., radio range; Richmond, Va., radio range station; and the Norfolk, Va., radio range station to the Municipal Airport, Norfolk, Va.

[Amdt. 1, 12 F. R. 6127]

§ 600.17 *Green civil airway No. 7 (Nome, Alaska, to Fairbanks, Alaska).* From the Nome, Alaska, radio range station via the Moses Point, Alaska, radio range station; the intersection of the east course of the Moses Point, Alaska, radio range and the north course of the Unalakleet, Alaska, radio range; Galena, Alaska, radio range station; the intersection of the east course of the Galena, Alaska, radio range and the west course of the Fairbanks, Alaska, radio range to the Fairbanks, Alaska, radio range station.

[Amdt. 7, 13 F. R. 4729]

§ 600.18 *Green civil airway No. 8 (Attu, Alaska, to Northway, Alaska).* From the Attu (Casco), Alaska, radio range station via the Shemya, Alaska, radio range station; Adak, Alaska, radio range station; the intersection of the northeast course of the Adak, Alaska, radio range and the west course of the Atka, Alaska, radio range; Atka, Alaska, radio range station; Umnak (North Shore), Alaska, radio range station; the intersection of the northeast course of the Umnak (North Shore), Alaska, radio range and the west course of the Cold Bay (Randall), Alaska, radio range; Cold Bay (Randall), Alaska, radio range station; Heiden, Alaska, radio range station; Naknek, Alaska, radio range station; the intersection of the northeast course of the Naknek, Alaska, radio range and the southwest course of the Homer, Alaska, radio range; Homer, Alaska, radio range station; the intersection of the northeast course of the Homer, Alaska, radio range and the southwest course of the Anchorage, Alaska, radio range; Anchorage, Alaska, radio range station; the intersection of the northeast course of the Anchorage, Alaska, radio range and the southwest of the Gulkana, Alaska, radio range; Gulkana, Alaska, radio range station, and the intersection of the northeast course of the Gulkana, Alaska, radio range and the southwest course of the Northway, Alaska, radio range to the Northway, Alaska, radio range station.

[Amdt. 4, 13 F. R. 2255]

AMBER CIVIL AIRWAYS

§ 600.101 *Amber civil airway No. 1 (United States-Mexican Border to Nome, Alaska).* From the intersection of the southeast course of the San Diego, Calif., radio range and the United States-Mexican Border via the San Diego, Calif., radio range station; the intersection of the northwest course of the San Diego, Calif., radio range and the southeast course of the Long Beach, Calif., radio range; Long Beach, Calif., radio range station to the Los Angeles, Calif., radio range station. From the intersection of the north course of the Los Angeles, Calif., radio range and the southwest course of the Palmdale, Calif., radio range via the Bakersfield, Calif., radio range station; Fresno, Calif., radio range station; Sacramento, Calif., radio range station; Williams, Calif., radio range station; Red Bluff, Calif., radio range station; Fort Jones, Calif., radio range station; Medford, Oreg., radio range station; Eugene, Oreg., radio range station; Portland, Oreg., radio range station; Toledo, Wash., radio range station; Seattle, Wash., radio range station; Everett, Wash., radio range station; Bellingham, Wash., radio range station to the intersection of the northwest course of the Bellingham, Wash., radio range and the United States-Canadian Border. From the intersection of the northwest course of the Massett, B. C., radio range and the United States-Canadian Border via the intersection of the northwest course of the Massett, B. C., radio range and the southeast course of the Sitka (Biorka Island), Alaska, radio range; Sitka (Biorka Island), Alaska, radio range station; Yakutat, Alaska, radio range station; the intersection of the northwest course of the Yakutat, Alaska, radio range and the southeast course of the Cordova (Hinchinbrook Island), Alaska, radio range; Cordova (Hinchinbrook Island), Alaska, radio range station; the intersection of the northwest course of the Cordova (Hinchinbrook Island), Alaska, radio range and the southeast course of the Anchorage, Alaska, radio range; Anchorage, Alaska, radio range station; Skwentna, Alaska, radio range station; the intersection of the northwest course of the Skwentna, Alaska, radio range and the southeast course of the Farewell, Alaska, radio range; Farewell, Alaska, radio range station; McGrath, Alaska, radio range station; Unalakleet, Alaska, radio range station to the Nome, Alaska, radio range station.

[Amdt. 17, 14 F. R. 2889]

§ 600.102 *Amber civil airway No. 2 (Long Beach, Calif., to Point Barrow, Alaska).* From the Long Beach, Calif., radio range station via the intersection of the northeast course of the Long Beach, Calif., radio range and the east course of the Los Angeles, Calif., radio range; Daggett, Calif., radio range station; Silver Lake, Calif., radio range station; the intersection of the northeast course of the Silver Lake, Calif., radio range and the southwest course of the Las Vegas, Nev., radio range; Las Vegas, Nev., radio range station; the intersection of the northeast course of the Las Vegas, Nev., radio range and the southwest course of the Enterprise, Utah, radio range; Enterprise, Utah, radio range station; Milford, Utah, radio range station; Delta, Utah, radio range station; Fairfield, Utah, radio range station; the intersection of the northeast course of the Fairfield, Utah, radio range and the south course of the Salt Lake City, Utah, radio range; Salt Lake City, Utah, radio range station; Ogden, Utah, radio range station; Malad City, Idaho, radio range station; Pocatello, Idaho, radio range station; Idaho Falls, Idaho, radio range station; DuBois, Idaho, radio range station; Dillon, Mont., radio range station; Whitehall, Mont., radio range station; Helena, Mont., radio range station; the intersection of the north course of the Helena, Mont., radio range and the southwest course of the Great Falls, Mont., radio range; Great Falls, Mont., radio range station; Cut Bank, Mont., radio range station to the intersection of the northwest course of the Cut Bank, Mont., radio range and the United States-Canadian Border. From the intersection of the northwest course of the Snag, Yukon Territory, radio range and the United States-Canadian Border via the Northway, Alaska, radio range station; the intersection of the northwest course of the Northway, Alaska, radio range and the north course of the Tanacross, Alaska, radio range; Big Delta, Alaska, radio range station; the intersection of

the northwest course of the Big Delta, Alaska, radio range and the east course of the Fairbanks, Alaska, radio range to the Fairbanks, Alaska, radio range station. From the intersection of the west course of the Fairbanks, Alaska, radio range and the northwest course of the Nenana, Alaska, radio range via the Bettles, Alaska, non-directional marker beacon; Umiat, Alaska, radio range station to the Point Barrow, Alaska, radio range station.

[Amdt. 7, 13 F. R. 4729]

§ 600.103 *Amber civil airway No. 3 (El Paso, Tex., to Great Falls, Mont.).* From the intersection of the west course of the El Paso, Tex., radio range and the south course of the Engle, N. Mex., radio range via the Engle, N. Mex., radio range station; to the Albuquerque, N. Mex., radio range station. From the intersection of the east course of the Otto, N. Mex., radio range and the southwest course of the Las Vegas, N. Mex., radio range, via the Las Vegas, N. Mex., radio range station; the intersection of the northeast course of the Las Vegas, N. Mex., radio range and the south course of the Trinidad, Colo., radio range; Trinidad, Colo., radio range station; Pueblo, Colo., radio range station; the intersection of the north course of the Pueblo, Colo., radio range and the south course of the Denver, Colo., radio range; Denver, Colo., radio range station; Cheyenne, Wyo., radio range station; the intersection of the north course of the Cheyenne, Wyo., radio range and the southeast course of the Douglas, Wyo., radio range; Douglas, Wyo., radio range station; the intersection of the northwest course of the Douglas, Wyo., radio range and the east course of the Casper, Wyo., radio range; Casper, Wyo., radio range station; the intersection of the north course of the Casper, Wyo., radio range and the southeast course of the Sheridan, Wyo., radio range; Sheridan, Wyo., radio range station; Billings, Mont., radio range station; the intersection of the northwest course of the Billings, Mont., radio range and the southeast course of the Lewistown, Mont., radio range and the Lewistown, Mont., radio range station; to the Great Falls, Mont., radio range station.

§ 600.104 *Amber civil airway No. 4 (Brownsville, Tex., to Minot, N. Dak.).* From the Municipal Airport, Brownsville, Tex., via the Brownsville, Tex., radio range station; the intersection of the northwest course of the Brownsville, Tex., radio range and the south course of the Alice, Tex., radio range; the Alice, Tex., radio range station; the intersection of the north course of the Alice, Tex., radio range and the south course of the Alamo radio range, San Antonio, Texas; the Alamo radio range station, San Antonio, Tex.; the intersection of the north course of the Alamo radio range, San Antonio, Tex., and the southwest course of the Austin, Tex., radio range; Austin, Tex., radio range station; Waco, Tex., radio range station; the intersection of the northwest course of the Waco, Tex., radio range and the south course of the Fort Worth, Tex., radio range; Fort Worth, Tex., radio range station; the intersection of the north course of the Fort Worth, Tex., radio range and the south course of the Oklahoma City, Okla., radio range; Oklahoma City, Okla., radio range station; the intersection of the east course of the Oklahoma City, Okla., radio range and the southwest course of the Tulsa, Okla., radio range; Tulsa, Okla., radio range station; the intersection of the northeast course of the Tulsa, Okla., radio range and the south course of the Chanute, Kans., radio range; Chanute, Kans., radio range station; the intersection of the northeast course of the Chanute, Kans., radio range and the southwest course of the Kansas City, Mo., radio range; Kansas City, Mo., radio range station; St. Joseph, Mo., radio range station; Omaha, Nebr., radio range station; Sioux City, Iowa, radio range station; Sioux Falls, S. Dak., radio range station; Huron, S. Dak., radio range station; Aberdeen, S. Dak., radio range station; Bismarck, N. Dak., radio range station; the intersection of the north course of the Bismarck, N. Dak., radio range and the southeast course of the Minot, N. Dak., radio range to the Minot, N. Dak., radio range station.

[Amdt. 3, 13 F. R. 1225]

§ 600.105 *Amber civil airway No. 5 (Grand Isle, La., to Milwaukee, Wis.).* From the Grand Isle, La., nondirectional radio marker beacon via Latitude 29°14'00", Longitude 90°09'00"; New Orleans, La., radio range station; Jackson, Miss., radio range station; Greenwood, Miss., radio range station; Memphis, Tenn., radio range station; Advance, Mo., radio range station; St. Louis, Mo., radio range station; the intersection of the north course of the St. Louis, Mo., radio range and the southwest course of the Springfield, Ill., radio range; Springfield, Ill., radio range station; Joliet, Ill., radio range station; the intersection of the northeast course of the Joliet, Ill., radio range and the south course of the Milwaukee, Wis., radio range to the Milwaukee, Wis., radio range station.

[Amdt. 8, 13 F. R. 5656]

§ 600.106 *Amber civil airway No. 6 (Jacksonville, Fla., to United States-Canadian Border).* From the Jacksonsonville, Fla., radio range station; via the Alma, Ga., radio range station; Macon, Ga., radio range station; Atlanta, Ga., radio range station; Chattanooga, Tenn., radio range station; Nashville, Tenn., radio range station; the intersection of the northwest course of the Nashville, Tenn., radio range and the southwest course of the Bowling Green, Ky., radio range; Bowling Green, Ky., radio range station; the intersection of the northeast course of the Bowling Green, Ky., radio range and the south course of the Louisville, Ky., radio range; Louisville, Ky., radio range station to the Cincinnati, Ohio, radio range station. From the Columbus, Ohio, radio range station to the intersection of the northeast course of the Columbus, Ohio, radio range and the west course of the Cleveland, Ohio, radio range. From the intersection of the east course of the Cleveland, Ohio, radio range and the southwest course of the Clear Creek, Ontario, Canada, radio range to the intersection of the southwest course of the Clear Creek, Ontario, Canada, radio range and the United States-Canadian Border.

[Amdt. 7, 13 F. R. 4729]

§ 600.107 *Amber civil airway No. 7 (Key West, Fla., to Caribou, Maine).* From the Key West, Fla., radio range station via the intersection of the northeast course of the Key West, Fla., radio range and the southwest course of the Homestead, Fla., radio range; Homestead, Fla., radio range station; Miami, Fla., radio range station; the intersection of the east course of the Miami, Fla., radio range and the south course of the West Palm Beach, Fla., radio range; West Palm Beach, Fla., radio range station; the intersection of the north course of the West Palm Beach, Fla., radio range and the southeast course of the Melbourne, Fla., radio range; Melbourne, Fla., radio range station; Daytona Beach, Fla., radio range station; Jacksonville, Fla., radio range station; Savannah, Ga., radio range station; Charleston, S. C., radio range station; the intersection of the northeast course of the Charleston, S. C., radio range and the southeast course of the Florence, S. C., radio range; Florence, S. C., radio range station; the intersection of the northeast course of the Florence, S. C., radio range and the south course of the Raleigh, N. C., radio range; Raleigh, N. C., radio range station; Richmond, Va., radio range station; the intersection of the north course of the Richmond, Va., radio range and the south course of the Washington, D. C., radio range; Washington, D. C., radio range station; the intersection of the northeast course of the Washington, D. C., radio range and the southwest course of the Philadelphia, Pa., radio range; Philadelphia, Pa., radio range station; Newark, N. J., radio range station; the intersection of the northeast course of the Newark, N. J., radio range and the northeast course of the New York, N. Y. (LaGuardia) radio range; Hartford, Conn., radio range station; the intersection of the northeast course of the Hartford, Conn., radio range and the west course of the Boston, Mass., radio range; Boston, Mass., radio range station; the intersection of the northeast course of the Boston, Mass., radio range and the southwest course of the Portland, Maine, radio range; Portland, Maine, radio range station; Augusta, Maine, radio range station; the intersection of the northeast course of the Augusta, Maine, radio range and the southwest course of the Bangor, Maine, radio range; Bangor, Maine, radio range station; the intersection of the northwest course of the Bangor, Maine, radio range and the southwest of the Millinocket, Maine, radio range; Millinocket, Maine, radio range station; Presque Isle, Maine, radio range station; to the Municipal Airport, Caribou, Maine."

[Amdt. 6, 13 F. R. 3579]

§ 600.108 *Amber civil airway No. 8 (Los Angeles, Calif., to The Dalles, Oreg.).* From the Los Angeles, Calif., VHF radio range station via the intersection of the west course of the Los Angeles, Calif., VHF radio range and the southeast course of the Santa Barbara, Calif., VHF radio

range station; the intersection of the northwest course of the Santa Barbara, Calif., VHF radio range and the southeast course of the Paso Robles, Calif., VHF radio range; Paso Robles, Calif., VHF radio range station; the intersection of the northwest course of the Paso Robles, Calif., VHF radio range and the southeast course of the Salinas, Calif., VHF radio range; Salinas, Calif., VHF radio range station; the intersection of the northwest course of the Salinas, Calif., VHF radio range and the southwest course of the Fairfield-Suisun, Calif., radio range; Fairfield-Suisun, Calif., radio range station to the intersection of the northeast course of the Fairfield-Suisun, Calif., radio range and the northwest course of the Sacramento, Calif., radio range. From the Red Bluff, Calif., radio range station via the Whitmore, Calif., radio range station; the intersection of the northeast course of the Whitmore, Calif., radio range and the south course of the Klamath Falls, Oreg., radio range; the Klamath Falls, Oreg., radio range station; the intersection of the north course of the Klamath Falls, Oreg., radio range and the southwest course of the Redmond, Oreg., radio range and the Redmond, Oreg., radio range station to The Dalles, Oreg., radio range station.

[Amdt. 1, 12 F. R. 6128]

§ 600.109 *Amber civil airway No. 9 (Charleston, S. C., to New York, N. Y.).* From the intersection of the northeast course of the Charleston, S. C., radio range and the southwest course of the Myrtle Beach, S. C., VHF radio range via the Myrtle Beach, S. C., VHF radio range station; Wilmington, N. C., VHF radio range station; New Bern, N. C., VHF radio range station; Williamston, N. C., VHF radio range station (excluding the area between 9,500 feet and 18,500 feet mean sea level during the hours of darkness between the Wilmington, N. C. VHF radio range station and the Williamston, N. C., VHF radio range station); the intersection of the northeast course of the Williamston, N. C., VHF radio range and the southwest course of the Norfolk, Va., radio range; Norfolk, Va., radio range station. From the Norfolk, Va., VHF radio range station via the intersection of the north course of the Norfolk, Va., VHF radio range and the southwest course of the Salisbury, Md., VHF radio range; Salisbury, Md., VHF radio range station; the intersection of the northeast course of the Salisbury, Md., VHF radio range and the southwest course of the Atlantic City, N. J., VHF radio range; Atlantic City, N. J., VHF radio range station; the intersection of the northeast course of the Atlantic City, N. J., VHF radio range and the south course of the Matawan, N. J., VHF radio range; Matawan, N. J., VHF radio range station (excluding that portion more than 2 miles either side of the northeast course of the Atlantic City, N. J., VHF radio range and the south course of the Matawan, N. J., VHF radio range) to the intersection of the north course of the Matawan, N. J., VHF radio range and the east course of the Allentown, Pa., radio range.

[Amdt. 11, 13 F. R. 7296]

RED CIVIL AIRWAYS

§ 600.201 *Red civil airway No. 1 (Portland, Oreg., to Kansas City, Mo.).* From the Portland, Oreg., radio range station via the intersection of the east course of the Portland, Oreg., radio range and the northwest course of The Dalles, Oreg., radio range; The Dalles, Oreg., radio range station; Pendleton, Oreg., radio range station; Baker, Oreg., radio range station; Boise, Idaho, radio range station; the intersection of the southeast course of the Boise, Idaho, radio range and the northwest course of the Burley, Idaho, radio range; Burley, Idaho, radio range station; Malad City, Idaho, radio range station to the Rock Spring, Wyo., radio range station. From the intersection of the northwest course of the Laramie, Wyo., radio range and the northwest course of the Cheyenne, Wyo., radio range via the Laramie, Wyo., radio range station to the intersection of the southeast course of the Laramie, Wyo., radio range and the north course of the Denver, Colo., radio range. From the Denver, Colo., VHF radio range via the intersection of the east course of the Denver, Colo., VHF radio range and the northwest course of the Thurman, Colo., VHF radio range; Thurman, Colo., VHF radio range station; Goodland, Kans., VHF radio range station; Hill City, Kans., VHF radio range station; the intersection of the east course of the Hill City, Kans., VHF radio range and the northwest course of the Waldo, Kans., VHF radio range; Waldo, Kans., VHF radio range station; Salina, Kans., VHF radio range station; Topeka, Kans., VHF radio range station to the intersection of the east course of the Topeka, Kans., VHF radio range and the northwest course of the Kansas City, Mo., radio range. From the intersection of the northwest course of the Kansas City, Mo., radio range and the west course of the Columbia, Mo., radio range to the intersection of the northeast course of the Kansas City, Mo., radio range and the west course of the Columbia, Mo., radio range.

[Amdt. 13, 13 F. R. 8603]

§ 600.202 *Red civil airway No. 2 (Butte, Mont., to Rapid City, S. Dak.).* From the Butte, Mont., radio range station via the Whitehall, Mont., radio range station to the Bozeman, Mont., radio range station. From the intersection of the southeast course of the Sheridan, Wyo., radio range and the north course of the Casper, Wyo., radio range via the intersection of the southeast course of the Sheridan, Wyo., radio range and the west course of the Rapid City, S. Dak., radio range to the Rapid City, S. Dak., radio range station.

§ 600.203 *Red civil airway No. 3 (Philipsburg, Pa., to Hartford, Conn.).* From the Philipsburg, Pa., radio range station to the Harrisburg, Pa., radio range station. From the Philadelphia, Pa., radio range station via the intersection of the northeast course of the Philadelphia, Pa., radio range and the southwest course of the New York, N. Y. (New York, LaGuardia Field), radio range to the intersection of the east course of the Allentown, Pa., radio range and the southwest course of the New York, N. Y. (New York, LaGuardia), radio range. From the New York, N. Y. (New York, LaGuardia Field), radio range station to the intersection of the northeast course of the New York, N. Y. (New York, LaGuardia Field), radio range and the northeast course of the Newark, N. J., radio range.

§ 600.204 *Red civil airway No. 4 (Otto, N. Mex., to Las Vegas, N. Mex.).* From the Otto, N. Mex., radio range station via the Santa Fe, N. Mex., Municipal Airport and the Las Vegas, N. Mex., radio range station to the intersection of the southeast course of the Las Vegas, N. Mex., radio range and the west course of the Tucumcari, N. Mex., radio range.

[Amdt. 13, 13 F. R. 8603]

§ 600.205 *Red civil airway No. 5 (Sioux Falls, S. Dak., to St. Paul, Minn.).* From the Sioux Falls, S. Dak., radio range station, via the Minneapolis, Minn., radio range station to the St. Paul Airport, St. Paul, Minn.

§ 600.206 *Red civil airway No. 6 (Las Vegas, Nev., to Omaha, Nebr.).* From the intersection of the northeast course of the Las Vegas, Nev., radio range and the southwest course of the St. George, Utah, VHF radio range via the St. George, Utah, VHF radio range station; the Bryce Canyon, Utah, VHF radio range station; the Hanksville, Utah, VHF radio range station; the intersection of the northeast course of the Hanksville, Utah, VHF radio range and the southwest course of the Grand Junction, Colo., VHF radio range; the Grand Junction, Colo., VHF radio range station; the intersection of the northeast course of the Grand Junction, Colo., VHF radio range and the southwest course of the Eagle, Colo., VHF radio range; the Eagle, Colo., VHF radio range station; the intersection of the northeast course of the Eagle, Colo., VHF radio range and the west course of the Denver, Colo., VHF radio range to the Denver, Colo., VHF radio range station. From the Denver, Colo., radio range station via the Akron, Colo., radio range station; the Hayes Center, Nebr., radio range station; the Grand Island, Nebr., radio range station; and the Lincoln, Nebr., radio range station to the Omaha, Nebr., radio range station.

§ 600.207 *Red civil airway No. 7 (Atlanta, Ga., to Greensboro, N. C.).* From the intersection of the south course of the Greenville, S. C., radio range and the southwest course of the Spartanburg, S. C., radio range, via the Greenville, S. C., radio range station to the intersection of the east course of the Greenville, S. C., radio range and the southwest course of the Spartanburg, S. C., radio range. From the intersection of the northeast course of the Spartanburg, S. C., radio range and the west course of the Charlotte, N. C., radio range, via the Charlotte, N. C., radio range station to the intersection of the north course of the Charlotte, N. C., radio range and the southwest course of the Greensboro, N. C., radio range. From the intersection of the southwest course of the Greensboro, N. C., radio range and the southeast course of the Winston-Salem, N. C., radio range via the Winston-Salem, N. C., radio range station and the Winston-Salem, N. C., Municipal Airport to the Greensboro, N. C., radio range station.

§ 600.208 *Red civil airway No. 8 (Altoona, Pa., to Wilkes-Barre, Pa.).* From the Brookville, Pa., non-directional radio beacon via the intersection of the southwest course of the Elmira, N. Y., radio range and the west course of the Williamsport, Pa., radio range; Williamsport, Pa., radio range station to the intersection of the east course of the Williamsport, Pa., radio range and the southwest course of the Wilkes-Barre, Pa., radio range.

[Amdt. 3, 13 F. R. 1226]

§ 600.209 *Red civil airway No. 9 (San Diego, Calif., to Winslow, Ariz.).* From the San Diego, Calif., radio range station via the El Centro, Calif., radio range station; Yuma, Ariz., radio range station; Gila Bend, Ariz., radio range station to the intersection of the east course of the Gila Bend, Ariz., radio range and the northwest course of the Tucson, Ariz., radio range. From the Phoenix, Ariz., VHF radio range station to the Winslow, Ariz., VHF radio range station.

[Amdt. 17, 14 F. R. 2891]

§ 600.210 *Red civil airway No. 10 (Pueblo, Colo., to Charleston, S. C.).* From the Pueblo, Colo., radio range station via the intersection of the northwest course of the Dalhart, Tex., VHF radio range and the east course of the Trinidad, Colo., radio range; Dalhart, Tex., VHF radio range station; the intersection of the southeast course of the Dalhart, Tex., VHF radio range and the north course of the Amarillo, Tex., radio range; Amarillo, Tex., radio range station; Wichita Falls, Tex., radio range station; to the intersection of the southeast course of the Wichita Falls, Tex., radio range and the north course of the Fort Worth, Tex., radio range; Dallas, Tex., radio range station; Shreveport, La., radio range station; Monroe, La., radio range station; Jackson, Miss., radio range station; Meridian, Miss., radio range station; Birmingham, Ala., radio range station; the intersection of the east course of the Birmingham, Ala., radio range and the west course of the Campbellton, Ga., radio range; Campbellton, Ga., radio range station to the Atlanta, Ga., radio range station. From the intersection of the northeast course of the Atlanta, Ga., radio range and the northwest course of the Augusta, Ga., radio range via the Augusta, Ga., radio range station to the Charleston, S. C. radio range station.

[Amdt. 17, 14 F. R. 2891]

§ 600.211 *Red civil airway No. 11 (Tulsa, Okla., to Boston, Mass.).* From the Tulsa, Okla., radio range station via Springfield, Mo., radio range station and the Vichy, Mo., radio range station to the intersection of the northeast course of the Vichy, Mo., radio range and the west course of the St. Louis, Mo., radio range. From the intersection of the east course of the St. Louis, Mo., radio range and the west course of the Evansville, Ind., radio range via the Evansville, Ind., radio range station; Louisville, Ky., radio range station; the intersection of the east course of the Louisville, Ky., radio range and the southwest course of the Huntington, W. Va., radio range to the Huntington, W. Va., radio range station. From the intersection of the east course of the Clear Creek, Ont., Canada, radio range and the southwest course of the Buffalo, N. Y., radio range to the Dansville, N. Y., nondirectional radio marker beacon. From the Elmira, N. Y., radio range station via the Albany, N. Y., radio range station; Boston, Mass., radio range station to the intersection of the east course of the Boston, Mass., radio range and the northeast course of the Squantum, Mass. (Navy), radio range.

[Amdt. 17, 14 F. R. 2891]

§ 600.212 *Red civil airway No. 12 (Kansas City, Mo., to Detroit, Mich.).* From the intersection of the northeast course of the Kansas City, Mo., radio range and the west course of the Columbia, Mo., radio range via the Kirksville, Mo., radio range station; Burlington, Iowa, radio range station; Joliet, Ill., radio range station; the intersection of the east course of the Joliet, Ill., radio range and the west course of the South Bend, Ind., radio range; South Bend, Ind., radio range station to the Romulus, Mich., radio range station.

[Amdt. 3, 13 F. R. 1226]

§ 600.213 *Red civil airway No. 13 (Sunbury, Pa., to Boston, Mass.).* From the intersection of the east course of the Philipsburg, Pa., radio range and the southwest course of the Wilkes-Barre, Pa., radio range via the Wilkes-Barre, Pa., radio range station; Stewart Field, N. Y., radio range station; New Hacksensack, N. Y., radio range station, Hartford, Conn., radio range station and the Providence, R. I., radio range station to the intersection of the northeast course of the Providence, R. I., radio range and the southwest course of the Boston, Mass., radio range.

§ 600.214 *Red civil airway No. 14 (Lone Rock, Wis., to Louisville, Ky.).* From the Lone Rock, Wis., radio range station via the Rockford, Ill., radio range station; the intersection of the southeast course of the Rockford, Ill. radio range and the west course of the Chicago, Ill., radio range; Chicago, Ill., radio range station; Indianapolis, Ind., radio range station to the intersection of the south course of the Indianapolis, Ind., radio range and the west course of the Louisville, Ky., radio range.

[Amdt. 8, 13 F. R. 5656]

§ 600.215 *Red civil airway No. 15 (Las Vegas, Nev., to Gila Bend, Ariz.).* From the Las Vegas, Nev., radio range station to the intersection of the southeast course of the Las Vegas, Nev., radio range and the west course of the Prescott, Ariz., radio range. From the Prescott, Ariz., radio range station via the intersection of the southeast course of the Prescott, Ariz., radio range and the northwest course of the Phoenix, Ariz., radio range to the Phoenix, Ariz., radio range station. From the intersection of the west course of the Phoenix, Ariz., radio range and the north course of the Gila Bend, Ariz., radio range to the Gila Bend, Ariz., radio range station.

[Amdt. 2, 12 F. R. 8043]

§ 600.216 *Red civil airway No. 16 (Tallahassee, Fla., to Florence, S. C.).* From the Tallahassee, Fla., radio range station via the Albany, Ga., radio range station; the intersection of the north course of the Albany, Ga., radio range and the southwest course of the Macon, Ga., radio range to the Macon, Ga., radio range station. From the Augusta, Ga., radio range station via the Columbia, S. C., radio range station; the intersection of the east course of the Columbia, S. C., radio range and the southwest course of the Florence, S. C., radio range to the Florence, S. C., radio range station.

[Amdt. 14, 14 F. R. 455]

§ 600.217 *Red civil airway No. 17 (Fort Wayne, Ind., to Baltimore, Md.).* From the Fort Wayne, Ind., radio range station via the Findlay, Ohio, non-directional radio marker station and the Mansfield, Ohio, non-directional radio marker station to the Pittsburgh, Pa., radio range station. From the Martinsburg, W. Va., radio range station to the Baltimore, Md., radio range station.

[Amdt. 8, 13 F. R. 5656]

§ 600.218 *Red civil airway No. 18 (Indianapolis, Ind., to Washington, D. C.).* From the intersection of the northwest course of the Indianapolis, Ind., radio range and the northwest course of the Cincinnati, Ohio, radio range via the Cincinnati, Ohio, radio range station; the intersection of the southeast course of the Cincinnati, Ohio, radio range and the northwest course of the Huntington, W. Va., radio range; Huntington, W. Va., radio range station; Charleston, W. Va., radio marker station; Elkins, W. Va., radio range station; Front Royal, Va., radio range station to the intersection of the east course of the Front Royal, Va., radio range and the northwest course of the Washington, D. C., radio range.

[Amdt. 7, 13 F. R. 4729]

§ 600.219 *Red civil airway No. 19 (Washington, D. C., to Grand Rapids, Mich.).* From the intersection of the west course of the Front Royal, Va., radio range and the southeast course of the Morgantown, W. Va., radio range via the Morgantown, W. Va., radio range station to the intersection of the northwest course of the Morgantown, W. Va., radio range and the west course of the Pittsburgh, Pa., radio range. From the Dayton, Ohio, radio range station via the Fort Wayne, Ind., radio range station; to the intersection of the northwest course of the Fort Wayne, Ind., radio range and the east course of the Goshen, Ind., radio range. From the Goshen, Ind., radio range station via the intersection of the north course of the Goshen, Ind., radio range and the southwest course of the Grand Rapids, Mich., radio range to the Grand Rapids, Mich., radio range station.

§ 600.220 *Red civil airway No. 20 (Lansing, Mich., to Washington, D. C.).* From the Lansing, Mich., radio range station via the intersection of the northwest course of the Detroit, Mich., radio range and the northwest course of the Selfridge Field, Mich., radio range and the intersection of the northwest course of the Windsor, Ontario, Canada, radio

range and the northwest course of the Selfridge Field, Mich., radio range to the intersection of the northwest course of the Windsor, Ontario, Canada, radio range and the United States-Canadian Border. From the intersection of the northwest course of the Cleveland, Ohio, radio range and the United States-Canadian Border via the Cleveland, Ohio, radio range station; Akron, Ohio, radio range station; Pittsburgh, Pa., radio range station; the intersection of the southeast course of the Pittsburgh, Pa., radio range and the northwest course of the Washington, D. C., radio range; the Washington, D. C., radio range station to the intersection of the southeast course of the Washington, D. C., radio range with Red civil airway No. 77, excluding that portion which lies more than 3 miles north of the southeast course of the Washington, D. C., radio range between the intersection of the Southeast course of the Washington, D. C., radio range and the south course of the Baltimore, Md., radio range and Red civil airway No. 77.

[Amdt. 17, 14 F. R. 2891]

§ 600.221 *Red civil airway No. 21 (Pittsburgh, Pa., to Boston, Mass.).* From the Pittsburgh, Pa., radio range station via the intersection of the northeast course of the Pittsburgh, Pa., radio range and the north course of the Altoona, Pa., radio range to the Sunbury, Pa., radio marker station. From the intersection of the southeast course of the Wilkes-Barre, Pa., radio range and the west course of the Newark, N. J., radio range to the Newark, N. J., radio range station. From the intersection of the east course of the New York, N. Y. (La Guardia) radio range and the southwest course of the Bridgeport, Conn., radio range via the Bridgeport, Conn., radio range station to the intersection of the northeast course of the Bridgeport, Conn., radio range and the southeast course of the Hartford, Conn., radio range. From the intersection of the southeast course of the Hartford, Conn., radio range and the west course of the Quonset Point, R. I. (Navy) radio range via the intersection of the west course of the Quonset Point, R. I. (Navy) radio range and the southwest course of the Providence, R. I., radio range; Providence, R. I., radio range station, excluding that portion more than 2 miles east of the southwest course of the Providence, R. I., radio range; Squantum, Mass. (Navy) radio range station, excluding that portion which lies more than 4 miles east of the southwest course of the Squantum, Mass. (Navy) radio range between the Providence, R. I., radio range station and a point 5 miles northeast to the intersection of the northeast course of the Squantum, Mass., (Navy) radio range and the east course of the Boston, Mass., radio range.

[Amdt. 17, 14 F. R. 2891]

§ 600.222 *Red civil airway No. 22 (United States-Canadian Border to Rochester, N. Y.* From the intersection of the west course of the Buffalo, N. Y., radio range and the United States-Canadian Border via the Buffalo, N. Y., radio range station; the intersection of the northeast course of the Buffalo, N. Y., radio range and the northwest course of the Rochester, N. Y., radio range to the Rochester, N. Y., radio range station.

[Amdt. 3, 13 F. R. 1226]

§ 600.223 *Red civil airway No. 23 (United States-Canadian Border to New York, N. Y.).* From the intersection of the southeast course of the Fort Williams, Ontario, Canada, radio range and the United States-Canadian Border via the Houghton, Mich., radio range station; Grand Marais, Mich., radio range station; the Sault Ste. Marie, Mich., radio range station to the intersection of the southeast course of the Sault Ste. Marie, Mich., radio range and the United States-Canadian Border. From the intersection of the southeast course of the Toronto, Ontario, Canada, radio range and the United States-Canadian Border via the intersection of the southeast course of the Toronto, Ontario, Canada, radio range and the northeast course of the Buffalo, N. Y., radio range; the intersection of the east course of the Buffalo, N. Y., radio range and the northwest course of the Elmira, N. Y., radio range; Elmira, N. Y., radio range station; the intersection of the southeast course of the Elmira, N. Y., radio range and the northwest course of the New York, N. Y. (LaGuardia), radio range; the New York, N. Y. (LaGuardia), radio range station to the intersection of the east course of the New York, N. Y. (LaGuardia), radio range and the northeast course of the Mitchel Field, N. Y. (Army), radio range.

[Amdt. 17, 14 F. R. 2891]

§ 600.224 *Red civil airway No. 24 (Amarillo, Tex., to Oklahoma City, Okla.).* From the Amarillo, Tex., radio range station via the intersection of the east course of the Amarillo, Tex., radio range and the southwest course of the Oklahoma City, Okla., radio range to the Oklahoma City, Okla., radio range station.

§ 600.225 *Red civil airway No. 25 (Tallahassee, Fla., to Miami, Fla.).* From the intersection of the east course of the Tallahassee, Fla., radio range and the northwest course of the Cross City, Fla., radio range via the Cross City, Fla., radio range station; the intersection of the southeast course of the Cross City, Fla., radio range and the north course of the Tampa, Fla., radio range; Tampa, Fla., radio range station; Fort Myers, Fla., radio range station and the intersection of the southeast course of the Fort Myers, Fla., radio range and the west course of the Miami, Fla., radio range to the Miami, Fla., radio range station.

§ 600.226 *Red civil airway No. 26 (Syracuse, N. Y., to Millville, N. J.).* From the Syracuse, N. Y., radio range station via the Wilkes-Barre, Pa., radio range station to the intersection of the southeast course of the Wilkes-Barre, Pa., radio range and the west course of the Allentown, Pa., radio range. From the intersection of the southeast course of the North Philadelphia, Pa., radio range and the northeast course of the Philadelphia, Pa., radio range to the intersection of the southeast course of the North Philadelphia, Pa., radio range and the northeast course of the Millville, N. J., radio range.

[Amdt. 13, 13 F. R. 8603]

§ 600.227 *Red civil airway No. 27 (Knoxville, Tenn., to Detroit, Mich.).* From the Knoxville, Tenn., radio range station via a point located at latitude 36°25′ north and longitude 83°50′ west; Lexington, Ky., VHF radio range station; the intersection of the north course of the Lexington, Ky., VHF radio range and the southwest course of the Cincinnati, Ohio, radio range, Dayton, Ohio, radio range station; Toledo, Ohio, radio range station to the intersection of the north course of the Toledo, Ohio, radio range and the west course of the Romulus, Mich., radio range.

[Amdt. 7, 13 F. R. 4730]

§ 600.228 *Red civil airway No. 28 (Rockford, Ill., to Detroit, Mich.).* From the Rockford, Ill., radio range station via the intersection of the east course of the Rockford, Ill., radio range and the northwest course of the Chicago, Ill., radio range; Chicago, Ill., radio range station; the intersection of the northeast course of the Chicago, Ill., radio range and the southwest course of the Grand Rapids, Mich., radio range to the Grand Rapids, Mich., radio range station. From the Lansing, Mich., radio range station to the Willow Run Airport, Ypsilanti, Mich.

[Amdt. 17, 14 F. R. 2891]

§ 600.229 *Red civil airway No. 29 (Rochester, N. Y., to Baltimore, Md.).* From the intersection of the southwest course of the Rochester, N. Y., radio range and the east course of the Buffalo, N. Y., radio range to the intersection of the southwest course of the Rochester, N. Y., radio range and the northwest course of the Elmira, N. Y., radio range. From the intersection of the southeast course of the Elmira, N. Y., radio range and the north course of the Williamsport, Pa., radio range via the Williamsport, Pa., radio range station and the Harrisburg, Pa., radio range station; the Baltimore, Md., radio range station to the intersection of the south course of the Baltimore, Md., radio range and the southeast course of the Washington, D. C., radio range, excluding that portion which lies more than two miles east of the south course of the Baltimore, Md., radio range between the intersection of the south course of the Baltimore, Md., radio range and the southern boundary of Red civil airway No. 45 and the intersection of the south course of the Baltimore, Md., radio range and the southeast course of the Washington, D. C., radio range.

§ 600.230 *Red civil airway No. 30 (Shreveport, La., to Jacksonville, Fla.).* From the Shreveport, La., radio range station via the intersection of the south course of the Shreveport, La., radio range and the northwest course of the Alexandria, La., radio range; Alexandria, La., radio range station; intersection of the southeast course of the Alexandria, La., radio range and the northwest course of the Baton Rouge, La., radio range; Baton Rouge, La., radio range station to the intersection of the southeast course of the Baton Rouge, La., radio range and the

west course of the New Orleans, La., radio range. From the intersection of the northeast course of the Mobile, Ala., radio range and the west course of the Crestview, Fla., radio range via the Crestview, Fla., radio range station; the intersection of the east course of the Crestview, Fla., radio range and the northwest course of the Tallahassee, Fla., radio range; the Tallahassee, Fla., radio range station to the Jacksonville, Fla., radio range station.

[Amdt. 15, 14 F. R. 1487]

§ 600.231 *Red civil airway No. 31 (Denver, Colo., to Minneapolis, Minn.).* From the Denver, Colo., VHF radio range station to the intersection of the north course of the Denver, Colo., VHF radio range and the east course of the Cheyenne, Wyo., radio range. From the intersection of the east course of the Cheyenne, Wyo., radio range and the southwest course of the Scottsbluff, Nebr., radio range via the Scottsbluff, Nebr., radio range station; the intersection of the northeast course of the Scottsbluff, Nebr., radio range and the south course of the Rapid City, S. Dak., radio range; Rapid City, S. Dak., radio range station; Pierre, S. Dak., radio range station; the intersection of the east course of the Pierre, S. Dak., radio range and the southwest course of the Huron, S. Dak., radio range; Huron, S. Dak., radio range station; Watertown, S. Dak., radio range station; Willmar, Minn., radio range station to the intersection of the east course of the Willmar, Minn., radio range and the northwest course of the Minneapolis, Minn., radio range. From the Minneapolis, Minn., radio range station via the Stanton, Minn., non-directional radio beacon to the Lake City, Minn., airport.

[Amdt. 4, 13 F. R. 2256]

§ 600.232 *Red civil airway No. 32 (Laredo, Tex., to Houston, Tex.).* From the Laredo, Tex., radio range station via the intersection of the northeast course of the Laredo, Tex., radio range and the southwest course of the San Antonio, Tex. (Kelly), radio range; San Antonio, Tex. (Kelly), radio range station to the intersection of the northeast course of the San Antonio, Tex. (Kelly), radio range and the west course of the San Antonio, Tex. (Alamo), radio range. From the Austin, Tex., radio range station via the intersection of the southeast course of the Austin, Tex., radio range and the northwest course of the Richmond, Tex., radio range and the Richmond, Tex., radio range station to the intersection of the southeast course of the Richmond, Tex., radio range and the southwest course of the Houston, Tex., radio range.

§ 600.233 *Red civil airway No. 33 (Richmond, Va., to New Hackensack, N. Y.).* From the Richmond, Va., radio range station via the Gordonsville, Va., radio range station; the Arcola, Va., radio range station; the intersection of the northeast course of the Arcola, Va., radio range and the southwest course of the Allentown, Pa., radio range; the Allentown, Pa., radio range station to the Stewart Field, N. Y., radio range station.

§ 600.234 *Red civil airway No. 34 (Pulaski, Va., to Elizabeth City, N. C.).* From the Pulaski, Va., radio range station to the Greensboro, N. C., radio range station. From the intersection of the northeast course of the Greensboro, N. C., radio range and the northwest course of the Raleigh, N. C., radio range; Raleigh, N. C., radio range station; the intersection of the southeast course of the Raleigh, N. C., radio range and the southwest course of the Rocky Mount, N. C., VHF radio range; Rocky Mount, N. C., VHF radio range station; the intersection of the northeast course of the Rocky Mount, N. C., VHF radio range and the west course of the Elizabeth City, N. C., VHF radio range; Elizabeth City, N. C., VHF radio range station to the Weeksville, N. C. (Coast Guard), radio range station excluding that portion overlapping danger areas.

[Amdt. 13, 13 F. R. 8603]

§ 600.235 *Red civil airway No. 35 (Pueblo, Colo., to Wichita, Kans.).* From the Pueblo, Colo., radio range station via the La Junta, Colo., radio range station; Garden City, Kans., radio range station; Hutchinson, Kans., radio range station; the intersection of the east course of the Hutchinson, Kans., radio range and the northeast course of the Wichita, Kans., radio range.

[Amdt. 17, 14 F. R. 2891]

§ 600.236 *Red civil airway No. 36 (Rochester, Minn., to La Crosse, Wis.).* From the Stanton, Minn., non-directional beacon via the Rochester, Minn., radio range station to the intersection of the east course of the Rochester, Minn., radio range and the northwest course of the La Crosse, Wis. radio range.

[Amdt. 4, 13 F. R. 2256]

§ 600.237 *Red civil airway No. 37 (Dallas, Tex., to Washington, D. C.).* From the intersection of the northwest course of the Tyler, Tex., radio range and the east course of the Dallas, Tex., radio range via the Tyler, Tex., radio range station to the intersection of the northeast course of the Tyler, Tex., radio range and the west course of the Shreveport, La., radio range. From the intersection of the northeast course of the Texarkana, Ark., radio range and the southwest course of the Little Rock, Ark., radio range via the Little Rock, Ark., radio range station; the Stuttgart, Ark., radio range station to the intersection of the east course of the Stuttgart, Ark., radio range and the west course of the Memphis, Tenn., radio range. From the Roanoke, Va., radio range station via the Lynchburg, Va., radio range station to the Gordonsville, Va., radio range station. From the intersection of the south course of the Quantico, Va. (Navy), radio range and the southwest course of the Washington, D. C., radio range via the Quantico, Va. (Navy), radio range station to the intersection of the north course of the Quantico, Va. (Navy), radio range and the northwest course of the Washington, D. C., radio range, excluding that portion which lies more than two miles west of the north course of the Quantico, Va. (Navy), radio range between the range station and the intersection of the north course of the Quantico, Va. (Navy), radio range and the northwest course of the Washington, D. C., radio range.

§ 600.238 *Red civil airway No. 38 (Big Spring, Tex., to San Antonio, Tex.).* From the intersection of the southeast course of the Big Spring, Tex., radio range and the southwest course of the San Angelo, Tex., radio range via the San Angelo, Tex., radio range station to the intersection of the southeast course of the San Angelo, Tex., radio range and the southeast course of the Big Spring, Tex., radio range. From the intersection of the northwest course of the San Antonio, Tex. (Kelly), radio range and the west course of the San Antonio, Tex. (Alamo), radio range to the San Antonio, Tex. (Alamo), radio range station.

[Amdt. 1, 12 F. R. 6128]

§ 600.239 *Red civil airway No. 39 (Bethel, Alaska, to Fairbanks, Alaska).* From the Bethel, Alaska, radio range station via the Aniak, Alaska, radio range station; the McGrath, Alaska, radio range station; the Minchumina, Alaska, radio range station and the Nenana, Alaska, radio range station to the Fairbanks, Alaska, radio range station.

§ 600.240 *Red civil airway No. 40 (Shemya, Alaska, to Anchorage, Alaska).* From the Shemya, Alaska, radio range station via the Amchitka, Alaska, radio range station and the intersection of the east course of the Amchitka, Alaska, radio range and the southwest course of the Adak, Alaska, radio range to the Adak, Alaska, radio range station. From the Heiden, Alaska, radio range station via the intersection of the west course of the Kodiak, Alaska, radio range and the southeast course of the Naknek, Alaska, radio range; Kodiak, Alaska, radio range station; the intersection of the north course of the Kodiak, Alaska, radio range and the south course of the Homer, Alaska, radio range to the Homer, Alaska, radio range station. From the intersection of the west course of the Homer, Alaska, radio range and the southwest course of the Kenai, Alaska, radio range via the Kenai, Alaska radio range station; the intersection of the northeast course of the Kenai, Alaska, radio range and the west course of the Anchorage (Merrill), Alaska, radio range to the Anchorage (Merrill), Alaska, radio range station.

[Amdt. 7, 13 F. R. 4730]

§ 600.241 *Red civil airway No. 41 (Yakutat, Alaska, to Gustavus, Alaska).* From the intersection of the southeast course of the Yakutat, Alaska, radio range and the southwest course of the Gustavus, Alaska, radio range to the Gustavus, Alaska, radio range station.

§ 600.242 *Red civil airway No. 42 (Joliet, Ill., to La Fayette, Ind.).* From the intersection of the southeast course of the Rockford, Ill., radio range and the west course of the Goshen, Ind., radio range to the intersection of the southeast course of the Rockford, Ill., radio range and the southeast course of the Chicago, Ill., radio range.

[Amdt. 2, 12 F. R. 8043]

§ 600.243 *Red civil airway No. 43 (Chicago, Ill., to La Fayette, Ind.).* From the intersection of the east course of the Rockford, Ill., radio range and the northwest course of the Chicago, Ill., radio range via the intersection of the east course of the Rockford, Ill., radio range and the north course of the Harvey, Ill., radio range; Harvey, Ill., radio range station to the intersection of the south course of the Harvey, Ill., radio range and the southeast course of the Rockford, Ill., radio range.

[Amdt. 2, 12 F. R. 8043]

§ 600.244 *Red civil airway No. 44 (Bellingham, Wash., to United States-Canadian Border).* From the Bellingham, Wash., radio range station to the intersection of the northeast course of the Bellingham, Wash., radio range and the United States-Canadian Border.

§ 600.245 *Red civil airway No. 45 (Washington, D. C., to Allentown, Pa.).* From the Washington, D. C., radio range station via a point located at 39°01′ north latitude and 76°33′30″ west longitude; the Baltimore, Md., radio range station to the intersection of the north course of the Baltimore, Md., radio range and southwest course of the Allentown, Pa., radio range.

§ 600.246 *Red civil airway No. 46 (Aberdeen, S. Dak., to Watertown, S. Dak.).* From the Aberdeen, S. Dak., radio range station to the Watertown, S. Dak., radio range station.

[Amdt. 1, 12 F. R. 6128]

§ 600.247 *Red civil airway No. 47 (Tampa, Fla., to Daytona Beach, Fla.).* From the Tampa, Fla., radio range station via the Orlando, Fla., radio range station to the Daytona Beach, Fla., radio range station.

§ 600.248 *Red civil airway No. 48 (Missoula, Mont., to Livingston, Mont.).* From the Missoula, Mont., radio range station to the intersection of the southwest course of the Great Falls, Mont., radio range and the north course of the Helena, Mont., radio range. From the intersection of the southeast course of the Helena, Mont., radio range and the northwest course of the Bozeman, Mont., radio range via a point located at 46°15′ north latitude and 111°00′ west longitude to the Livingston, Mont., radio marker station.

§ 600.249 *Red civil airway No. 49 (Elko, Nev., to Fort Bridger, Wyo.).* From the Elko, Nev., radio range station via the Wendover, Utah, radio range station; the intersection of the east course of the Wendover, Utah, radio range and the west course of the Salt Lake City, Utah, radio range; the Salt Lake City, Utah, radio range station; Fort Bridger, Wyo., radio range station to the intersection of the north course of the Fort Bridger, Wyo., radio range and the southeast course of the Malad City, Idaho, radio range.

[Amdt. 7, 13 F. R. 4730]

§ 600.250 *Red civil airway No. 50 (Galena, Alaska, to Fairbanks, Alaska).* From the intersection of the east course of the Galena, Alaska, radio range and the southwest course of the Tanana, Alaska, radio range via the Tanana, Alaska radio range station to the intersection of the southeast course of the Tanana, Alaska, radio range and the west course of the Fairbanks, Alaska, radio range.

[Amdt. 5, 13 F. R. 2648]

§ 600.251 *Red civil airway No. 51 (El Paso, Tex., to U. S.-Mexican Border).* From the El Paso, Tex., radio range station via the Van Horn, Tex., VHF radio range station; Marfa, Tex., VHF radio range station; Big Ben, Tex., VHF radio range station to the intersection of the southeast course of the Big Bend, Tex., VHF radio range and the U. S.-Mexican Border.

[Amdt. 4, 13 F. R. 2256]

§ 600.252 *Red civil airway No. 52 (Memphis, Tenn., to Birmingham, Ala.).* From the intersection of the northeast course of the Memphis, Tenn., radio range and the northwest course of the Muscle Shoals, Ala., radio range via the Muscle Shoals, Ala., radio range station to the intersection of the southeast course of the Muscle Shoals, Ala., radio range and the north course of the Birmingham, Ala., radio range.

§ 600.253 *Red civil airway No. 53 (Joplin, Mo., to Springfield, Mo.).* From the Joplin, Mo., radio range station to the intersection of the east course of the Joplin, Mo., radio range and the southwest course of the Springfield, Mo., radio range.

§ 600.254 *Red civil airway No. 54 (Burley, Idaho, to Salt Lake City, Utah).* From the Burley, Idaho, radio range station to a point located at 40°56′ north latitude and 112°16″ west longitude.

§ 600.255 *Red civil airway No. 55 (Burlington, Iowa, to Columbus, Ohio).* From the Burlington, Iowa, radio range station via the Peoria, Ill., radio range to the intersection of the east course of the Peoria, Ill., radio range and the southwest course of the Joliet, Ill., radio range. From the Goshen, Ind., radio range station via the Findlay, Ohio, non-directional radio marker beacon to the Columbus, Ohio, radio range station.

[Amdt. 17, 14 F. R. 2892]

§ 600.256 *Red civil airway No. 56 (Red Bluff, Calif., to Whitmore, Calif.).* From the intersection of the northwest course of the Red Bluff, Calif., radio range and the northwest course of the Whitmore, Calif., radio range to the Whitmore, Calif., radio range station.

[Amdt. 1, 12 F. R. 6128]

§ 600.257 *Red civil airway No. 57 (Moline, Ill., to Youngstown, Ohio).* From the Moline, Ill., radio range station via the Rockford, Ill., radio range station; Milwaukee, Wis., radio range station; Battle Creek, Mich., radio range station to the Toledo, Ohio, radio range station. From the intersection of the west course of the Cleveland, Ohio, radio range and the northwest course of the Akron, Ohio, radio range via the Akron, Ohio, radio range station to the Youngstown, Ohio, radio range station.

[Amdt. 17, 14 F. R. 2892]

§ 600.258 *Red civil airway No. 58 (Salinas, Calif., to Hollister, Calif.).* From the Salinas, Calif., VHF radio range station to the intersection of the northeast course of the Salinas, Calif., VHF radio range and the southeast course of the Oakland, Calif., radio range.

[Amdt. 2, 12 F. R. 8043]

§ 600.259 *Red civil airway No. 59 (Gage, Okla., to Oklahoma City, Okla.).* From the Gage, Okla., radio range station to the Oklahoma City, Okla., radio range station.

[Amdt. 17, 14 F. R. 2892]

§ 600.260 *Red civil airway No. 60 (San Jose, Calif., to Stockton, Calif.).* From the intersection of the northwest course of the Salinas, Calif., VHF radio range and the west course of the Moffett Field (Sunnyvale), Calif., Navy radio range to the Moffett Field (Sunnyvale), Calif., Navy radio range station. From the Oakland, Calif., radio range station via the Stockton, Calif., radio range station to the intersection of the east course of the Stockton, Calif., radio range and the southeast course of the Sacramento, Calif., radio range.

[Amdt. 2, 12 F. R. 8043]

§ 600.261 *Red civil airway No. 61 (Pittsburgh, Pa., to Washington, D. C.).* From the intersection of the southeast course of the Pittsburgh, Pa., radio range and the northwest course of the Arcola, Va., radio range via the Arcola, Va., radio range and the south course of the Washington, D. C., radio range.

§ 600.262 *Red civil airway No. 62 (Lansing, Mich., to Pittsburgh, Pa.).* From the Lansing, Mich., radio range station to the intersection of the southeast course of the Lansing, Mich., radio range and the west course of the Detroit, Mich., radio range. From the Detroit, Mich., radio range station via the intersection of the southeast course of the Detroit, Mich., radio range and the west course of the Wellington, Ohio, VHF radio range; Wellington, Ohio, VHF radio range station to the intersection of the east course of the Wellington, Ohio, VHF radio range and the northwest course of the Akron, Ohio, radio range. From the Akron, Ohio, radio range station to the intersection of the southeast course of the Cleveland, Ohio, radio range and the west course of the Pittsburgh, Pa., radio range.

[Amdt. 17, 14 F. R. 2892]

§ 600.263 *Red civil airway No. 63 (Battle Creek, Mich., to the United States-Canadian Border).* From the intersection of the southwest course of the Grand Rapids, Mich., radio range and the west course of the Battle Creek, Mich., radio range via the Battle Creek, Mich., radio range station; the intersection of the east course of the Battle Creek, Mich., radio range and the west course of the Salem, Mich., VHF radio range; the Salem, Mich., VHF radio range station to the intersection of the east course of the Salem, Mich., VHF radio range and the northwest course of the Windsor, Ontario, Canada, radio range. From the intersection of the northwest course of the Romulus, Mich., radio range and

the west course of the Sarnia, Ontario, Canada, radio range to the United States-Canadian Border.

[Amdt. 2, 12 F. R. 8043]

§ 600.264 *Red civil airway No. 64 (U. S.-Canadian Border to Annette Island, Alaska).* From the intersection of the southwest course of the Annette Island, Alaska, radio range and the U. S.-Canadian Border to the Annette Island, Alaska, radio range station.

[Amdt. 3, 13 F. R. 1226]

§ 600.265 *Red civil airway No. 65 (Oceanside, Calif., to Blythe, Calif.).* From the Oceanside, Calif., non-directional radio beacon via a point at Latitude 33°07'00", Longitude 116°36'00" to a point at Latitude 33°44'30", Longitude 115°21'30".

[Amdt. 3, 13 F. R. 1226]

§ 600.266 *Red civil airway No. 66 (Santa Barbara, Calif., to Los Angeles, Calif.).* From the Santa Barbara, Calif., radio range station to the Newhall, Calif., radio range station.

[Amdt. 3, 13 F. R. 1226]

§ 600.267 *Red civil airway No. 67 (Crestview, Fla., to Dothan, Ala.).* From the Crestview, Fla., radio range station to the Dothan, Ala., radio range station.

[Amdt. 3, 13 F. R. 1226]

§ 600.268 *Red civil airway No. 68 (El Paso, Tex., to Shreveport, La.).* From the El Paso, Tex., radio range station via the intersection of the south course of the El Paso, Tex., radio range and the west course of the Hudspeth, Tex., VHF radio range; Hudspeth, Tex., VHF radio range station; Culberson, Tex., VHF radio range station; the intersection of the east course of the Culberson, Tex., VHF radio range and the southwest course of the Midland, Tex., radio range; Midland, Tex., radio range station; San Angelo, Tex., radio range station; the intersection of the northeast course of the San Angelo, Tex., radio range and the south course of the Abilene, Tex., radio range to the Abilene, Tex., radio range station. From the intersection of the west course of the Fort Worth, Tex., radio range and the northwest course of the Waco, Tex., radio range via the intersection of the northwest course of the Waco, Tex., radio range and the west course of the Dallas, Tex., radio range to the Dallas, Tex., radio range station. From the Tyler, Tex., radio range station via the Longview, Tex., Gregg County Airport, to the Shreveport, La., radio range station.

[Amdt. 17, 14 F. R. 2892]

§ 600.269 *Red civil airway No. 69 (El Paso, Tex., to Big Spring, Tex.).* From the intersection of the east course of the Culberson, Tex., VHF radio range and the southwest course of the Wink, Tex., VHF radio range to the intersection of the southwest course of the Wink, Tex., VHF radio range and the west course of the Wink, Tex., (low frequency) radio range. From the Midland, Tex., radio range station to the intersection of the northeast course of the Midland, Tex., radio range and the southwest course of the Big Spring, Tex., radio range.

[Amdt. 4, 13 F. R. 2256]

§ 600.270 *Red civil airway No. 70 (Midland, Tex., to Oklahoma City, Okla.).* From the Midland, Tex., radio range station via the intersection of the south course of the Lubbock, Tex., radio range and the northwest course of the Big Spring, Tex., radio range; Lubbock, Tex., radio range station; Childress, Tex., VHF radio range station; Hobart, Okla., VHF radio range station to the Oklahoma City, Okla., radio range station.

[Amdt. 13, 13 F. R. 8603]

§ 600.271 *Red civil airway No. 71 (Lubbock, Tex., to Wichita Falls, Tex.).* From the Lubbock, Tex., radio range station via the intersection of the east course of the Lubbock, Tex., radio range and the west course of the Guthrie, Tex., VHF radio range; Guthrie, Tex., VHF radio range station to the Wichita Falls, Tex., radio range station.

[Amdt. 7, 13 F. R. 4730]

§ 600.272 *Red civil airway No. 72 (Millville, N. J., to Newark, N. J.).* From the intersection of the southwest course of the Millville, N. J., radio range and the south course of the New Castle, Del., radio range via the New Castle, Del., radio range station to the intersection of the north course of the New Castle, Del., radio range and the west course of the Philadelphia, Penn., radio range. From the intersection of the east course of the Harrisburg, Penn., radio range and the southwest course of the Willow Grove, Penn., radio range via the Willow Grove, Penn., radio range to the intersection of the northeast course of the Willow Grove, Penn., radio range and the east course of the Allentown, Penn., radio range.

[Amdt. 7, 13 F. R. 4730]

§ 600.273 *Red civil airway No. 73 (Baltimore, Md., to Millville, N. J.).* From the intersection of the west course of the New Castle, Del., radio range and the west course of the Philadelphia, Penn., radio range via the New Castle, Del., radio range station to the intersection of the east course of the New Castle, Del., radio range and the northeast course of the Millville, N. J., radio range.

[Amdt. 7, 13 F. R. 4730]

§ 600.274 *Red civil airway No. 74 (Louisville, Ky., to Cincinnati, Ohio).* From the Louisville, Ky., radio range station via the intersection of the north course of the Louisville, Ky., radio range and a line 250° magnetic from the Covington, Ky., VOR radio range station to the Covington, Ky., VOR radio range station.

[Amdt. 7, 13 F. R. 4730]

§ 600.275 *Red civil airway No. 75 (U. S.-Canadian Border, Vancouver, B. C., to U. S.-Canadian Border, Abbotsford, B. C.).* From the Vancouver, B. C., radio range station to the intersection of the northwest course of the Bellingham, Wash., radio range and the west course of the Abbotsford, B. C., radio range; Abbotsford, B. C., radio range station to the intersection of the east course of the Abbotsford, B. C., radio range and the northeast course of the Bellingham Wash., radio range, excluding those portions lying outside the limits of the continental United States.

[Amdt. 11, 13 F. R. 7297]

§ 600.276 *Red civil airway No. 76 (Williams, Calif., to Auburn, Calif.).* From the Williams, Calif., radio range station to the intersection of the east course of the Williams, Calif., radio range and the northeast course of the Sacramento, Calif., radio range.

[Amdt. 12, 13 F. R. 7399]

§ 600.277 *Red civil airway No. 77 (Richmond, Va., to Millville, N. J.).* From the intersection of the north course of the Richmond, Va., radio range and the southwest course of the Patuxent River, Md. (Navy), radio range via the Patuxent River, Md. (Navy), radio range station to the Millville, N. J., radio range station excluding that portion below 6,000 feet between the eastern boundary of Blue civil airway No. 56 and the southwest boundary of Red civil airway No. 20, and excluding that portion below 3,000 feet which lies within the Little Creek, Del., Danger Area.

[Amdt. 18, 14 F. R. 3467]

NOTE: § 600.277 as printed above is effective from July 1, 1949, to 0001 e. s. t. Sept. 1, 1949. At the end of that period the following text will again become effective:

§ 600.277 *Red civil airway No. 77 (Richmond, Va., to Millville, N. J.).* From the intersection of the north course of the Richmond, Va., radio range and the southwest course of the Patuxent River, Md. (Navy), radio range via the Patuxent River, Md. (Navy) radio range station to the Millville, N. J., radio range station, excluding that portion below 6,000 feet between the eastern boundary of Blue civil airway No. 56 and the southwest boundary of Red civil airway No. 20.

[Amdt. 11, 13 F. R. 7297]

§ 600.278 *Red civil airway No. 78 (Medford, Oreg., to Klamath Falls, Oreg.).* From the intersection of the south course of the Medford, Oreg., radio range and the west course of the Klamath Falls, Oreg., radio range to the Klamath Falls, Oreg., radio range station.

[Amdt. 13, 13 F. R. 8603]

§ 600.279 *Red civil airway No. 79 (Port Angeles, Wash., to Everett, Wash.).* From the intersection of the west course of the Everett, Wash., radio range and the northwest course of the Seattle, Wash., radio range to the Everett, Wash., radio range station.

[Amdt. 13, 13 F. R. 8603]

§ 600.280 *Red civil airway No. 80 (Lewistown, Mont., to Miles City, Mont.).* From the intersection of the southeast course of the Lewistown, Mont., radio range and the north course of the Billings, Mont., radio range to the Miles City, Mont., radio range station.

[Amdt. 13, 13 F. R. 8603]

§ 600.281 *Red civil airway No. 81 (Parkersburg, W. Va., to Elkins, W. Va.).* From the Parkersburg, W. Va., VHF radio range station to the intersection of the southeast course of the Parkersburg, W. Va., VHF radio range and the west course of the Elkins, W. Va., radio range.

[Amdt. 13, 13 F. R. 8603]

§ 600.282 *Red civil airway No. 82 (Skwentna, Alaska, to Anchorage,*

Alaska). From the Skwentna, Alaska, radio range station to the intersection of the southeast course of the Skwentna, Alaska, radio range and the northeast course of the Anchorage, Alaska, radio range.

[Amdt. 14, 14 F. R. 455]

§ 600.283 *Red civil airway No. 83 (Tucson, Ariz., to Rodeo, N. Mex.)*. From the intersection of the southeast course of the Tucson, Ariz., radio range and the west course of the Cochise, Ariz., radio range via the intersection of the southeast course of the Tucson, Ariz., radio range and the northwest course of the Douglas, Ariz., radio range; Douglas, Ariz., radio range station; the intersection of the northeast course of the Douglas, Ariz., radio range and the southwest course of the Rodeo, N. Mex., radio range to the Rodeo, N. Mex., radio range station.

[Amdt. 17, 14 F. R. 2892]

§ 600.284 *Red civil airway No. 84 (New Orleans, La., to Biloxi, Miss.)*. From the Callendar, La., nondirectional radio marker beacon via the intersection of a bearing 70° true from the Callendar, La., nondirectional radio marker beacon with the southwest course of the Biloxi, Miss. (Keesler AFB) radio range to the Biloxi, Miss. (Keesler AFB) radio range station.

[Amdt. 17, 14 F. R. 2892]

§ 600.285 *Red civil airway No. 85 (Dayton, Ohio, to Mansfield, Ohio)*. From the Dayton, Ohio, radio range station to the Mansfield, Ohio, nondirectional radio marker beacon.

[Amdt. 17, 14 F. R. 2892]

BLUE CIVIL AIRWAYS

§ 600.601 *Blue civil airway No. 1 (Pendleton, Oreg., to Spokane, Wash.)*. From the Pendleton, Oreg., radio range station, via the intersection of the east course of the Pendleton, Oreg., radio range and the southwest course of the Walla Walla, Wash., radio range and the Walla Walla, Wash., radio range station to the Spokane, Wash., radio range station.

§ 600.602 *Blue civil airway No. 2 (Birmingham, Ala., to Erie, Pa.)*. From the Birmingham, Ala., radio range station via the intersection of the north course of the Birmingham, Ala., radio range and the southwest course of the Chattanooga, Tenn., radio range, via the Chattanooga, Tenn., radio range station to the intersection of the northeast course of the Chattanooga, Tenn., radio range and the west course of the Knoxville, Tenn., radio range. From the Elkins, W. Va., radio marker station, via the Pittsburgh, Pa., radio range station; the intersection of the east course of the Youngstown, Ohio, radio range and the south course of the Erie, Pa., radio range; to the Erie, Pa., radio range station.

§ 600.603 *Blue civil airway No. 3 (Tallahassee, Fla., to La Fayette, Ind.)*. From the intersection of the northwest course of the Tallahassee, Fla., radio range and the southeast course of the Dothan, Ala., radio range via the Dothan, Ala., radio range station; the intersection of the northwest course of the Dothan, Ala., radio range and the east course of the Maxwell Field, Ala. (AFB), radio range, excluding that portion which lies more than 2 miles west of the northwest course of the Dothan, Ala., radio range between Lat. 31°20'00" Long. 85°34'00" and Lat. 31°34'00" Long. 85°42'00"; Maxwell Field, Ala. (AFB), radio range station; the intersection of the west course of the Maxwell Field, Ala. (AFB), radio range and the south course of the Birmingham, Ala., radio range to the Birmingham, Ala., radio range station. From the Muscle Shoals, Ala., radio range station to the intersection of the northeast course of the Muscle Shoals, Ala., radio range and the southwest course of the Nashville, Tenn., radio range. From the Nashville, Tenn., radio range station via the intersection of the northwest course of the Nashville, Tenn., radio range and the south course of the Evansville, Ind., radio range; Evansville, Ind., radio range station; Terre Haute, Ind., radio range station; the intersection of the north course of the Terre Haute, Ind., radio range and the southwest course of the La Fayette, Ind., radio range; La Fayette, Ind., radio range station to the intersection of the northeast course of the La Fayette, Ind., radio range and the north course of the Indianapolis, Ind., radio range.

[Amdt. 17, 14 F. R. 2892]

§ 600.604 *Blue civil airway No. 4 (Nantucket, Mass., to United States-Canadian Border)*. From the Nantucket, Mass., VHF radio range station via the intersection of the northwest course of the Nantucket, Mass., VHF radio range and the southeast course of the Squantum, Mass. (Navy) radio range to the Squantum, Mass. (Navy) radio range station. From the Boston, Mass., radio range station, via the intersection of the northeast course of the Boston, Mass., radio range and the southeast course of the Concord, N. H., radio range; Concord, N. H., radio range station; Burlington, Vt., radio range station to the intersection of the northwest course of the Burlington, Vt., radio range and the United States-Canadian Border.

[Amdt. 17, 14 F. R. 2892]

§ 600.605 *Blue civil airway No. 5 (Galveston, Tex., to Salina, Kans.)*. From the Municipal Airport, Galveston, Tex., via the Galveston, Tex., radio range station; Houston, Tex., radio range station; the intersection of the northwest course of the Houston, Tex., radio range and the southeast course of the Bryan, Tex., radio range; Bryan, Tex., (radio range station; Waco, Tex., radio range station; the intersection of the northeast course of the Waco, Tex., radio range and the south course of the Dallas, Tex., radio range; Dallas, Tex., radio range station to the intersection of the northwest course of the Dallas, Tex., radio range and the north course of the Fort Worth, Tex., radio range. From the Oklahoma City, Okla., radio range station via the intersection of the north course of the Oklahoma City, Okla., radio range and the southeast course of the Wichita, Kans., radio range; Wichita, Kans., radio range station to the intersection of the north course of the Wichita, Kans., radio range and the east course of the Hutchinson, Kans., radio range. From the intersection of the east course of the Hutchinson, Kans., radio range and the south course of the Salina, Kans. (Smoky Hill AFB) radio range to the Salina, Kans. (Smoky Hill AFB) radio range station, excluding those portions which overlap danger areas.

[Amdt. 17, 14 F. R. 2892]

§ 600.606 *Blue civil airway No. 6 (Abilene, Tex., to Muskegon, Mich.)*. From the Abilene, Tex., radio range station via the Wichita Falls, Tex., radio range station to the intersection of the northeast course of the Wichita Falls, Tex., radio range and the south course of the Oklahoma City, Okla., radio range. From the Springfield, Ill., radio range station via the Peoria, Ill., radio range station to the intersection of the north course of the Peoria, Ill., radio range and the northeast course of the Burlington, Iowa, radio range. From the intersection of the west course of the Goshen, Ind., radio range and the south course of the South Bend, Ind., radio range via the South Bend, Ind., radio range station to the intersection of the north course of the South Bend, Ind., radio range and the northeast course of the Chicago, Ill., radio range. From the intersection of the northeast course of the Chicago, Ill., radio range and the southwest course of the Grand Rapids, Mich., radio range to the Muskegon, Mich., radio range station.

[Amdt. 8, 13 F. R. 5656]

§ 600.607 *Blue civil airway No. 7 (Paso Robles, Calif., to Williams, Calif.)*. From the Paso Robles, Calif., VHF radio range station via the intersection of the northwest course of the Paso Robles, Calif., VHF radio range and the southeast course of the Oakland, Calif., radio range to the intersection of the southeast course of the Oakland, Calif., radio range and the northwest course of the Fresno, Calif., radio range. From the intersection of the west course of the Fresno, Calif., radio range and the south course of the Fairfield-Suisun, Calif. (AFB), radio range via the Fairfield-Suisun, Calif. (AFB), radio range station to the Williams, Calif., radio range station.

[Amdt. 12, 13 F. R. 7399]

§ 600.608 *Blue civil airway No. 8 (Fargo, N. Dak., to United States-Canadian Border)*. From the Fargo, N. Dak., radio range station, via the Grand Forks, N. Dak., radio range station and the Pembina, N. Dak., radio range station to the intersection of the north course of the Pembina, N. Dak., radio range and the United States-Canadian Border.

§ 600.609 *Blue civil airway No. 9 (Columbia, Mo., to United States-Canadian Border)*. From the Columbia, Mo., radio range station via the Kirksville, Mo., radio range station; the intersection of the northwest course of the Kirksville, Mo., radio range and the south course of the Des Moines, Iowa, radio range; Des Moines, Iowa, radio range station; the intersection of the north course of the Des Moines, Iowa, radio range and the southwest course of the La Crosse, Wis., radio range; the intersection of the southwest

course of the La Crosse, Wis., radio range and the south course of the Rochester, Minn., radio range; the Rochester, Minn., radio range station to the intersection of the north course of the Rochester, Minn., radio range and the southeast course of the Minneapolis, Minn., radio range. From the Minneapolis, Minn., radio range station via the Duluth, Minn., radio range station to the intersection of the southwest course of the Lakehead, Canada, radio range and the United States-Canadian Border.

[Amdt. 7, 13 F. R. 4730]

§ 600.610 *Blue civil airway No. 10 (Fresno, Calif., to Williams, Calif.).* From the Fresno, Calif., radio range station via the intersection of the west course of the Fresno, Calif., radio range and the southeast course of the Oakland, Calif., radio range; Oakland, Calif., radio range station; the intersection of the northwest course of the Oakland, Calif., radio range and the southwest course of the Williams, Calif., radio range to the Williams, Calif., radio range station.

[Amdt. 12, 13 F. R. 7399]

§ 600.611 *Blue civil airway No. 11 (Cleveland, Ohio, to Niagara Falls, N. Y.).* From the Cleveland, Ohio, radio range station via the Erie, Pa., radio range station; the intersection of the northeast course of the Erie, Pa., radio range and the southwest course of the Buffalo, N. Y., radio range and the Buffalo, N. Y., radio range station to the Niagara Falls Airport, Niagara Falls, N. Y.

§ 600.612 *Blue civil airway No. 12 (The Dalles, Oreg., to Ellensburg, Wash.).* From The Dalles, Oreg., radio range station via the Yakima, Wash., radio range station to the Ellensburg, Wash., radio range station.

§ 600.613 *Blue civil airway No. 13 (Houston, Tex., to Minneapolis, Minn.).* From the Houston, Tex., radio range station via the Shreveport, La., radio range station to the intersection of the northwest course of the Shreveport, La., radio range and the southwest course of the Texarkana, Ark., radio range. From the Texarkana, Ark., radio range station via the Fort Smith, Ark., Airport; the Joplin, Mo., radio range station and the intersection of the north course of the Joplin, Mo., radio range and the southeast course of the Kansas City, Mo., radio range to the Kansas City, Mo., radio range station. From the intersection of the northeast course of the Kansas City, Mo., radio range and the south course of the Des Moines, Iowa, radio range to the Des Moines, Iowa, radio range station. From the Mason City, Iowa, non-directional radio marker beacon to the Stanton, Minn., non-directional radio marker beacon.

[Amdt. 17, 14 F. R. 2893]

§ 600.614 *Blue civil airway No. 14 (El Centro, Calif., to Sacramento, Calif.).* From the Mount Laguna, Calif., nondirectional radio marker beacon to the Oceanside, Calif., nondirectional radio marker beacon. From the Riverside, Calif., radio range station via the intersection of the northwest course of the Riverside, Calif., radio range and the southeast course of the Palmdale, Calif., radio range and the Palmdale, Calif., radio range station to the intersection of the northwest course of the Palmdale, Calif., radio range and the south course of the Bakersfield, Calif., radio range. From the intersection of the northwest course of the Fresno, Calif., radio range and the south course of the Stockton, Calif., radio range via the Stockton, Calif., radio range station to the intersection of the north course of the Stockton, Calif., radio range and the southeast course of the Sacramento, Calif., radio range.

[Amdt. 2, 12 F. R. 8043]

§ 600.615 *Blue civil airway No. 15 (Huntington, W. Va., to Erie, Pa.).* From the intersection of the northwest course of the Huntington, W. Va., radio range and the south course of the Columbus, Ohio, radio range to the Columbus, Ohio, radio range station. From the intersection of the east course of the Columbus, Ohio, radio range and the southwest course of the Akron, Ohio, radio range via the Akron, Ohio, radio range station to the intersection of the northeast course of the Akron, Ohio, radio range and the southwest course of the Erie, Pa., radio range.

[Amdt. 13, 13 F. R. 8603]

§ 600.616 *Blue civil airway No. 16 (Dillon, Mont., to Helena, Mont.).* From the Dillon, Mont., radio range station via the Butte, Mont., radio range station to the intersection of the north course of the Butte, Mont., radio range and the east course of the Drummond, Mont., radio range. From the intersection of the west course of the Helena, Mont., radio range and the southwest course of the Great Falls, Mont., radio range to the intersection of the southwest course of the Great Falls, Mont., radio range and the north course of the Helena, Mont., radio range.

[Amdt. 7, 13 F. R. 4730]

§ 600.617 *Blue civil airway No. 17 (Millinocket, Maine, to Presque Isle, Maine).* From the intersection of the northeast course of the Millinocket, Maine, radio range and the northwest course of the Houlton, Maine, radio range, via the Houlton, Maine, radio range station and the intersection of the north course of the Houlton, Maine, radio range and the southeast course of the Presque Isle, Maine, radio range to the Presque Isle, Maine, radio range station.

§ 600.618 *Blue civil airway No. 18 (Philadelphia, Pa., to Burlington, Vt.).* From the intersection of the northeast course of the Philadelphia, Pa., radio range and the southwest course of the New York, N. Y. (LaGuardia), radio range via the intersection of the northeast course of the Philadelphia, Pa., radio range and the southwest course of the Idlewild, N. Y., radio range; the Idlewild, N. Y., radio range station to the intersection of the northeast course of the Idlewild, N. Y., radio range and the east course of the New York, N. Y. (LaGuardia), radio range. From the intersection of the northwest course of the New York, N. Y. (LaGuardia), radio range and the southwest course of the New Hackensack, N. Y., radio range via the New Hackensack, N. Y., radio range station, excluding that portion which lies more than two miles west of the southwest course of the New Hacksensack, N. Y., radio range between a point 25 miles northeast from the intersection of the northwest course of the New York, N. Y. (LaGuardia), radio range and the southwest course of the New Hackensack, N. Y., radio range and a point 10 miles south of the New Hackensack, N. Y., radio range; the Albany, N. Y., radio range station to the Burlington, Vt., radio range station.

§ 600.619 *Blue civil airway No. 19 (Miami, Fla., to Orlando, Fla.).* From the Miami, Fla., radio range station via the intersection of the north course of the Miami, Fla., radio range and the southeast course of the Orlando, Fla., radio range, excluding that portion which lies more than 2 miles east of the north course of the Miami, Fla., radio range between Latitude 25°58'00" and Latitude 26°17'00", to the Orlando, Fla., radio range station.

[Amdt. 9, 13 F. R. 6045]

§ 600.620 *Blue civil airway No. 20 (Atlantic City, N. J., to Allentown, Pa.).* From the Atlantic City, N. J. (Navy), radio range station via the intersection of the west course of the Atlantic City, N. J. (Navy), radio range and the southeast course of the Millville, N. J., radio range; Millville, N. J., radio range station; the intersection of the northwest course of the Millville, N. J., radio range and the southwest course of the Philadelphia, Pa., radio range; Philadelphia, Pa., radio range station to the Allentown, Pa., radio range station.

[Amdt. 11, 13 F. R. 7297]

§ 600.621 *Blue civil airway No. 21 (Charleston, W. Va., to Erie, Pa.).* From the Charleston, W. Va., VHF radio range station via the Parkersburg, W. Va., VHF radio range station; the intersection of the northeast course of the Parkersburg, W. Va., VHF radio range and the southwest course of the Wheeling, W. Va., VHF radio range to the Wheeling, W. Va., VHF radio range station. From the intersection of the northwest course of the Pittsburgh, Pa., radio range and the south course of the Youngstown, Ohio, radio range via the Youngstown, Ohio, radio range station to the intersection of the north course of the Youngstown, Ohio, radio range and the southwest course of the Erie, Pa., radio range.

[Amdt. 13, 13 F. R. 8603]

§ 600.622 *Blue civil airway No. 22 (Memphis, Tenn., to Wichita, Kans.).* From the intersection of the southwest course of the Memphis, Tenn., radio range and the southeast course of the Little Rock, Ark., radio range via the Little Rock, Ark., radio range station and the Tulsa, Okla., radio range station to the intersection of the northwest course of the Tulsa, Okla., radio range and the southeast course of the Wichita, Kans., radio range.

§ 600.623 *Blue civil airway No. 23 (Detroit, Mich., to Flint, Mich.).* From the Romulus, Mich., radio range station to the Bishop Airport, Flint, Mich.

§ 600.624 *Blue civil airway No. 24 (El Centro, Calif., to Riverside, Calif.).* From the El Centro, Calif., radio range station via the intersection of the northwest course of the El Centro, Calif., radio range and the southeast course of the Indio, Calif., radio range; Indio, Calif., radio range station to the intersection of the northwest course of the Indio, Calif., radio range and the east course of the Riverside, Calif., radio range.

[Amdt. 1, 12 F. R. 6128]

§ 600.625 *Blue civil airway No. 25 (Cordova, Alaska, to Big Delta, Alaska).* From the Cordova (Hinchinbrook Island), Alaska, radio range station via the intersection of the northeast course of the Cordova (Hinchinbrook Island), Alaska, radio range and the south course of the Gulkana, Alaska, radio range; Gulkana, Alaska, radio range station and the intersection of the north course of the Gulkana, Alaska, radio range and the south course of the Big Delta, Alaska, radio range to the Big Delta, Alaska, radio range station.

§ 600.626 *Blue civil airway No. 26 (Anchorage, Alaska, to Nenana, Alaska).* From the Anchorage, Alaska, radio range station via the Talkeetna, Alaska, airport; Summit, Alaska, radio range station; the intersection of the northeast course of the Summit, Alaska, radio range and the southeast course of the Nenana, Alaska, radio range to the Nenana, Alaska, radio range station.

[Amdt. 5, 13 F. R. 2649]

§ 600.627 *Blue civil airway No. 27 (Kodiak, Alaska, to Kotzebue, Alaska).* From the intersection of the west course of the Kodiak, Alaska, radio range and the southeast course of the Naknek, Alaska, radio range via the Naknek, Alaska, radio range station; Bethel, Alaska, radio range station and the Nome, Alaska, radio range station to the Kotzebue, Alaska, airport.

[Amdt. 7, 13 F. R. 4730]

§ 600.628 *Blue civil airway No. 28 (Charleston, S. C., to Spartanburg, S. C.)* From the Charleston, S. C., radio range station via the intersection of the northwest course of the Charleston, S. C., radio range and the southeast course of the Columbia, S. C., radio range; Columbia, S. C., radio range station; the intersection of the west course of the Columbia, S. C. radio range and the southeast course of the Spartanburg, S. C., radio range to the Spartanburg, S. C., radio range station.

[Amdt. 3, 13 F. R. 1226]

§ 600.629 *Blue civil airway No. 29 (Raleigh, N. C., to Lynchburg, Va.).* From the intersection of the northeast course of the Raleigh, N. C., radio range and the southeast course of the Lynchburg, Va., radio range to the Lynchburg, Va., radio range station.

[Amdt. 1, 12 F. R. 6128]

§ 600.630 *Blue civil airway No. 30 (Brownsville, Tex., to Amarillo, Tex.).* From the intersection of the southeast course of the Alice, Tex., radio range and the southwest course of the Corpus Christi, Tex., radio range via the Corpus Christi, Tex., radio range station, excluding that portion which lies more than 2 miles southeast of the southwest course of the Corpus Christi, Tex., radio range; San Antonio, Tex. (Kelly), radio range station; the intersection of the northwest course of the San Antonio, Tex. (Kelly), radio range and the southeast course of the Big Spring, Tex., radio range; Big Spring, Tex., radio range station; the intersection of the northwest course of the Big Spring, Tex., radio range and the south course of the Lubbock, Tex., radio range; Lubbock, Tex., radio range station; the intersection of the north course of the Lubbock, Tex., radio range and the south course of the Amarillo, Tex., radio range to the Amarillo, Tex., radio range station.

[Amdt. 8, 13 F. R. 5656]

§ 600.631 *Blue civil airway No. 31 (New Florence, Mo., to Moline, Ill.).* From the New Florence, Mo., non-directional radio marker beacon to the Kirksville, Mo., radio range station. From the intersection of the northeast course of the Burlington, Iowa, radio range and the south course of the Moline, Ill., radio range to the Moline, Ill., radio range station.

[Amdt. 17, 14 F. R. 2893]

§ 600.632 *Blue civil airway No. 32 (Pendleton, Oreg., to Fairbanks, Alaska).* From the Pendleton, Oreg., radio range station via the intersection of the northwest course of the Pendleton, Oreg., radio range and the southeast course of the Yakima, Wash., radio range to the Yakima, Wash., radio range station. From the Seattle, Wash., radio range station via the intersection of the northwest course of the Seattle, Wash., radio range and the south course of the Patricia Bay, B. C., radio range to the intersection of the south course of the Patricia Bay, B. C., radio range and the United States-Canadian Border. From the Skwentna, Alaska, radio range station via the intersection of the northeast course of the Skwentna, Alaska, radio range and the southwest course of the Summit, Alaska, radio range to the Summit, Alaska, radio range station.

[Amdt. 11, 13 F. R. 7297]

§ 600.633 *Blue civil airway No. 33 (Archbold, Ohio, to Detroit, Mich.).* From the Archbold, Ohio, nondirectional radio marker beacon to a point at the intersection of a straight line between the Archbold, Ohio, nondirectional radio marker beacon and the Jackson, Mich., nondirectional radio marker beacon with the west course of the Detroit, Mich., radio range.

[Amdt. 13, 13 F. R. 8604]

§ 600.634 *Blue civil airway No. 34 (Little Rock, Ark., to Tulsa, Okla.).* From a point located at 35°27′ north latitude and 94°00′ west longitude via the Fort Smith, Ark., Airport; Muskogee (Davis), Okla., Airport located at 35°39′30″ north latitude and 95°21′45″ west longitude to the Tulsa, Okla., radio range station.

[Amdt. 8, 13 F. R. 1227]

§ 600.635 *Blue civil airway No. 35 (Topeka, Kans., to Kirksville, Mo.).* From the intersection of the southwest course of the Topeka, Kans. (AFB) radio range and a point 20 miles southwest of the Topeka, Kans. (AFB) radio range station via the Topeka, Kans. (AFB) radio range station to the intersection of the northeast course of the Topeka, Kans. (AFB) radio range and the northwest course of the Kansas City, Mo., radio range. From the St. Joseph, Mo., radio range station to the intersection of the east course of the St. Joseph, Mo., radio range and the northeast course of the Kansas City, Mo., radio range.

[Amdt. 17, 14 F. R. 2893]

§ 600.636 *Blue civil airway No. 36 (Thurman, Colo., to North Platte, Nebr.).* From the intersection of the east course of the Thurman, Colo., VHF radio range and the south course of the Akron, Colo., radio range via the Akron, Colo., radio range station to the North Platte, Nebr., radio range station.

[Amdt. 17, 14 F. R. 2893]

§ 600.637 *Blue civil airway No. 37 (Casper, Wyo., to Rapid City, S. Dak.).* From the Casper, Wyo., radio range station to the intersection of the southeast course of the Sheridan, Wyo., radio range S. Dak., radio range.

§ 600.638 *Blue civil airway No. 38 (Annette Island, Alaska, to United States-Canadian Border).* From the intersection of the south course of the Annette Island, Alaska, radio range and the United States-Canadian Border via the Annette Island, Alaska, radio range station; the Petersburg, Alaska, radio range station; the intersection of the northwest course of the Petersburg, Alaska, radio range and the southeast course of the Gustavus, Alaska, radio range; Gustavus, Alaska, radio range station; Haines, Alaska, radio range station to the intersection of the northeast course of the Haines, Alaska, radio range and the United States-Canadian Border.

[Amdt. 3, 13 F. R. 1227]

§ 600.639 *Blue civil airway No. 39 (Knoxville, Tenn., to United States-Canadian Border).* From the Tri-City, Tenn., radio range station via a point located at latitude 37°20′ and longitude 81°52′40″ to the Charleston, W. Va., radio range station. From the intersection of the west course of the Elkins, W. Va., radio range and the southwest course of the Morgantown, W. Va., radio range via the Morgantown, W. Va., radio range station to the intersection of the northeast course of the Morgantown, W. Va., radio range and the east course of the Pittsburgh, Pa., radio range. From the intersection of the northeast course of the Altoona, Pa., radio range and the northeast course of the Pittsburgh, Pa., radio range via the intersection of the northeast course of the Altoona, Pa., radio range and the southwest course of the Elmira, N. Y., radio range; the Elmira, N. Y., radio range station to the intersection of the northeast course of the Elmira, N. Y., radio range and the south course of the Syracuse, N. Y., radio range. From the Syracuse, N. Y., radio range station via the intersection of the northwest course of the Syracuse, N. Y., radio range and the southwest course of the Watertown, N. Y., VHF radio range; Watertown,

N. Y., VHF radio range station; the intersection of the northeast course of the Watertown, N. Y., VHF radio range and the southwest course of Massena, N. Y., VHF radio range station to the intersection of the northeast course of the Massena, N. Y., VHF radio range and the United States-Canadian Border.

[Amdt. 1, 12 F. R. 6129]

§ 600.640 *Blue civil airway No. 40 (Concord, N. H., to Burlington, Vt.).* From the Concord, N. H., radio range station via a point at 43°38′ north latitude and 72°20′ west longitude and a point at 44°12′ north latitude and 72°34′ west longitude to the Burlington, Vt., radio range station.

§ 600.641 *Blue civil airway No. 41 (New York, N. Y., to United States-Canadian Border).* From the intersection of the northeast course of the Newark, N. J., radio range and the southeast course of the Stewart Field, N. Y., radio range via the New Haven, Conn., Muncipal Airport; the Hartford, Conn., radio range station; the intersection of the northwest course of the Hartford, Conn., radio range and the south course of the Westfield, Mass., radio range to the Westfield, Mass., radio range station. From the Concord, N. H., radio range station to the Portland, Maine, radio range station. From the Bangor, Maine, radio range station to the intersection of the northeast course of the Bangor, Maine, radio range and the United States-Canadian Border excluding that portion lying more than 3 miles southeast of the northeast course of the Bangor, Maine, radio range between the radio range station and a point 25 miles northeast.

[Amdt. 6, 13 F. R. 3580]

§ 600.642 *Blue civil airway No. 42 (South Bend, Ind., to Battle Creek, Mich.).* From the intersection of the east course of the South Bend, Ind., radio range and the south course of the Battle Creek, Mich., radio range to the Battle Creek, Mich., radio range station.

§ 600.643 *Blue civil airway No. 43 (Birmingham, Ala., to Nashville, Tenn.).* From the intersection of the north course of the Birmingham, Ala., radio range and the southwest course of the Chattanooga, Tenn., radio range to a point located at 35°50′ north latitude and 86°19′ west longitude.

§ 600.644 *Blue civil airway No. 44 (Advance, Mo., to the United States-Canadian Border).* From the Advance, Mo., radio range station via the Paducah, Ky., Paducah-McCracken County Airport, to the Evansville, Ind., radio range station. From the intersection of the east course of the Evansville, Ind., radio range and the southwest course of the Scotland, Ind., VHF radio range via Scotland, Ind., VHF radio range station to the intersection of the northeast course of the Scotland, Ind., VHF radio range and the west course of the Indianapolis, Ind., radio range. From the Indianapolis, Ind., radio range station via the Fort Wayne, Ind., radio range station; the intersection of the northeast course of the Fort Wayne, Ind., radio range and the east course of the Goshen, Ind., radio range; the intersection of the north course of the Toledo, Ohio, radio range and the southwest course of the Windsor, Ontario, Canada, radio range to the intersection of the southwest course of the Windsor, Ontario, Canada, radio range and the United States-Canadian Border.

[Amdt. 17, 14 F. R. 2893]

§ 600.645 *Blue civil airway No. 45 (Lake Charles, La., to Baton Rouge, La.).* From the intersection of the west course of the New Orleans, La., radio range and the southwest course of the Baton Rouge, La., radio range to the Baton Rouge, La., radio range station.

[Amdt. 1, 12 F. R. 6129]

§ 600.646 *Blue civil airway No. 46 (Los Angeles, Calif., to Oakland, Calif.).* From the Lebec, Calif., fan marker to the Morgan Hill, Calif., fan marker.

[Amdt. 13, 13 F. R. 8603]

§ 600.647 *Blue civil airway No. 47 (Martinsburg, W. Va., to Philipsburg, Pa.).* From the intersection of the southeast course of the Pittsburgh, Pa., radio range and the south course of the Altoona, Pa., radio range via the Altoona, Pa., radio range station to the intersection of the northeast course of the Altoona, Pa., radio range and the northeast course of the Pittsburgh, Pa., radio range.

§ 600.648 *Blue civil airway No. 48 (New York, N. Y., to New Hackensack, N. Y.).* From the intersection of the northeast course of the Newark, N. J., radio range and the southeast course of the Stewart Field, N. Y., radio range to the intersection of the southeast course of the Stewart Field, N. Y., radio range and the south course of the New Hackensack, N. Y., radio range.

[Amdt. 1, 12 F. R. 6129]

§ 600.649 *Blue civil airway No. 49 (Atlantic City, N. J., to Philadelphia, Pa.).* From the intersection of the southeast course of the Philadelphia, Pa., radio range and the southwest course of the Atlantic City, N. J., VHF radio range to the Philadelphia, Pa., radio range station.

[Amdt. 14, 14 F. R. 455]

§ 600.650 *Blue civil airway No. 50 (Bangor, Maine, to the United States-Canadian Border).* From the intersection of the southeast course of the Bangor, Maine, radio range and the southwest course of the Pennfield Ridge, New Brunswick, Canada, radio range to the intersection of the southwest course of the Pennfield Ridge, New Brunswick, Canada, radio range and United States-Canadian Border.

[Amdt. 6, 13 F. R. 3580]

§ 600.651 *Blue civil airway No. 51 (Wendover, Utah, to Dubois, Idaho).* From the intersection of the east course of the Wendover, Utah, radio range and the south course of the Lucin, Utah, radio range via the Lucin, Utah, radio range station; the intersection of the north course of the Lucin, Utah, radio range and the southwest course of the Burley, Idaho, radio range; Burley, Idaho, radio range station; the intersection of the northeast course of the Burley, Idaho, radio range and the southwest course of the Pocatello, Idaho, radio range; Pocatello, Idaho, radio range station to the Dubois, Idaho, radio range station.

[Amdt. 13, 13 F. R. 8603]

§ 600.652 *Blue civil airway No. 52 (Paso Robles, Calif., to Fresno, Calif.).* From the intersection of the southeast course of the Salinas, Calif., VHF radio range and the southwest course of the Fresno, Calif., radio range to the Fresno, Calif., radio range station.

[Amdt. 2, 12 F. R. 8044]

§ 600.653 *Blue civil airway No. 53 (Providence, R. I., to Hartford, Conn.).* From the intersection of the southwest course of the Boston, Mass., radio range and the southeast course of the Hartford, Conn., radio range to the Hartford, Conn., radio range station.

[Amdt. 3, 13 F. R. 1227]

§ 600.654 *Blue civil airway No. 54 (Salinas, Calif., to Hamilton Field, Calif.).* From the Salinas, Calif., VHF radio range station via the Evergreen, Calif., nondirectional radio beacon to the San Francisco, Calif., radio range station. From the intersection of the northwest course of the Oakland, Calif., radio range and the southwest course of the Fairfield-Suisun, Calif. (AFB), radio range to a point at Latitude 38°02′45″ Longitude 122°31′40″.

[Amdt. 12, 13 F. R. 7399]

§ 600.655 *Blue civil airway No. 55 (Crestview, Fla., to Montgomery, Ala.).* From the Crestview, Fla., radio range station to the Maxwell Field, Montgomery, Ala., radio range station.

[Amdt. 4, 13 F. R. 2257]

§ 600.656 *Blue civil airway No. 56 (Elizabeth City, N. C., to Washington, D. C.).* From the Weeksville, N. C. (Coast Guard), radio range station via the intersection of the northwest course of the Weeksville, N. C. (Coast Guard), radio range and the southwest course of the Norfolk, Va., VHF radio range to the Norfolk, Va., VHF radio range station. From the intersection of the northwest course of the Norfolk, Va., radio range and the south course of the Langley Field, Va. (AFB), radio range via the Langley Field, Va. (AFB), radio range station; the intersection of the north course of the Langley Field, Va. (AFB), radio range and the southeast course of the Brandywine, Md., radio range to the Brandywine, Md., radio range station, excluding that portion more than 3 miles east of the south and north courses of the Langley Field, Va. (AFB), radio range and the southeast course of the Brandywine, Md., radio range, and excluding that portion more than 3 miles west of the southeast course of the Brandywine, Md., radio range and the north course of the Langley Field, Va. (AFB), radio range between the Brandywine, Md., radio range station and a point 18 miles south of the intersection of the north course of the Langley Field, Va. (AFB), radio range and the southeast course of the Brandywine, Md., radio range.

[Amdt. 11, 13 F. R. 7297]

§ 600.657 *Blue civil airway No. 57 (Elko, Nev., to Burley, Idaho).* From the intersection of the northeast course of the Elko, Nev., radio range and the west course of the Lucin, Utah, radio range via the intersection of the northeast course of the Elko, Nev., radio range and the southwest course of the Burley, Idaho, radio range to the intersection of the southwest course of the Burley, Idaho, radio range and the north course of the Lucin, Utah, radio range.

[Amdt. 7, 13 F. R. 4730]

§ 600.658 *Blue civil airway No. 58 (Sioux Falls, S. Dak., to Watertown, S. Dak.).* From the Sioux Falls, S. Dak., radio range station to the Watertown, S. Dak., radio range station.

[Amdt. 8, 13 F. R. 5656]

§ 600.659 *Blue civil airway No. 59 (Pensacola, Fla., to Goodway, Ala.).* From the Pensacola, Fla., radio range station to the intersection of the north course of the Pensacola, Fla., radio range and the northeast course of the Mobile, Ala., radio range.

[Amdt. 10, 13 F. R. 6146]

§ 600.660 *Blue civil airway No. 60 (Sunnyvale, Calif., to Stockton, Calif.).* From the Moffett Field, Calif. (Navy), radio range to the intersection of the northeast course of the Moffett Field, Calif. (Navy), radio range and the west course of the Stockton, Calif., radio range.

[Amdt. 13, 13 F. R. 8603]

§ 600.661 *Blue civil airway No. 61 (Springfield, Mo., to Kansas City, Mo.).* From the Springfield, Mo., radio range station via the intersection of the northwest course of the Springfield, Mo., radio range and the southeast course of the Kansas City, Mo., radio range to the intersection of the southeast course of the Kansas City, Mo., radio range and the north course of the Joplin, Mo., radio range.

[Amdt. 13, 13 F. R. 8603]

§ 600.662 *Blue civil airway No. 62 (Ypsilanti, Mich., to Flint, Mich.).* From the intersection of the west course of the Detroit, Mich., radio range and the south course of the Salem, Mich., VHF radio range via the Salem, Mich., VHF radio range station to the Flint, Mich., nondirectional radio marker beacon.

[Amdt. 13, 13 F. R. 8603]

§ 600.663 *Blue civil airway No. 63 (Olathe, Kans., to Topeka, Kans.).* From the intersection of the northeast course of the Lebo, Kans., radio range and the south course of the Topeka, Kans., VHF radio range to the Topeka, Kans., VHF radio range station.

[Amdt. 17, 14 F. R. 2893]

§ 600.664 *Blue civil airway No. 64 (Lebo, Kans., to Topeka, Kans.).* From the Lebo, Kans., radio range station to the Topeka, Kans. (AFB) radio range station.

[Amdt. 17, 14 F. R. 2893]

§ 600.665 *Blue civil airway No. 65 (Garden City, Kans., to Goodland, Kans.).* From the Garden City, Kans., radio range station to the intersection of the north course of the Garden City, Kans., radio range and the east course of the Goodland, Kans., VHF radio range.

[Amdt. 17, 14 F. R. 2893]

§ 600.666 *Blue civil airway No. 66 (Bridgeport, Conn., to Poughkeepsie, N. Y.).* From the Bridgeport, Conn., radio range station to the intersection of the northwest course of the Bridgeport, Conn., radio range and the east course of the Poughkeepsie, N. Y., radio range.

[Amdt. 17, 14 F. R. 2893]

§ 600.667 *Blue civil airway No. 67 (Yuma, Ariz., to Las Vegas, Nev.).* From the Yuma, Ariz., radio range station via the Blythe, Calif., radio range station; Needles, Calif., radio range station to the intersection of the north course of the Needles, Calif., radio range and the southeast course of the Las Vegas, Nev., radio range.

[Amdt. 17, 14 F. R. 2893]

OTHER CIVIL AIRWAYS

§ 600.1001 *Dubois, Idaho, to West Yellowstone, Mont., civil airway.* From the Dubois, Idaho, intermediate field of the Civil Aeronautics Administration to the Municipal Airport, West Yellowstone, Mont.

§ 600.1002 *Rapid City, S. Dak., to Spearfish, S. Dak., civil airway.* From the Municipal Airport, Rapid City, S. Dak., to the Municipal Airport, Spearfish, S. Dak.

§ 600.1003 *St. Louis, Mo., to Des Moines, Iowa, civil airway.* From the Municipal Airport, St. Louis, Mo., via the Municipal Airport, Quincy, Ill., and the Municipal Airport, Ottumwa, Iowa, to the Municipal Airport, Des Moines, Iowa.

§ 600.1004 *Winslow, Ariz., to Las Vegas, Nev., civil airway.* From the Winslow Municipal Airport, Winslow, Ariz., via the South Rim Airport, Grand Canyon, Ariz., and the Boulder City Airport, Boulder City, Nev., to the McCarran Field, Las Vegas, Nev.

PART 601—DESIGNATION OF CONTROL AREAS, CONTROL ZONES, AND REPORTING POINTS

GENERAL

Sec.
601.1 Basis and purpose.
601.2 Definitions.

CONTROL AREAS

601.9 Extent of control areas.
601.10 Designation of control areas.

GREEN CIVIL AIRWAYS

601.11 Green civil airway No. 1 control areas (United States-Canadian Border to Forest City, Maine).
601.12 Green civil airway No. 2 control areas (Seattle, Wash., to Boston, Mass.).
601.13 Green civil airway No. 3 control areas (San Francisco, Calif., to New York, N. Y.).
601.14 Green civil airway No. 4 control areas (Los Angeles, Calif., to Philadelphia, Pa.)
601.15 Green civil airway No. 5 control areas (Los Angeles, Calif., to Boston, Mass.).
601.16 Green civil airway No. 6 control areas (Laredo, Tex., to Norfolk, Va.).
601.17 Green civil airway No. 7 control areas (Nome, Alaska, to Fairbanks, Alaska).
601.18 Green civil airway No. 8 control areas (Attu, Alaska, to Northway, Alaska).

AMBER CIVIL AIRWAYS

601.101 Amber civil airway No. 1 control areas (United States-Mexican Border to Nome, Alaska).
601.102 Amber civil airway No. 2 control areas (Long Beach, Calif., to Point Barrow, Alaska).
601.103 Amber civil airway No. 3 control areas (El Paso, Tex., to Great Falls, Mont.).
601.104 Amber civil airway No. 4 control areas (Brownsville, Tex., to Minot, N. Dak.).
601.105 Amber civil airway No. 5 control areas (Grand Isle, La., to Milwaukee, Wis.).
601.106 Amber civil airway No. 6 control areas (Jacksonville, Fla., to United States-Canadian Border).
601.107 Amber civil airway No. 7 control areas (Key West, Fla., to Caribou, Maine).
601.108 Amber civil airway No. 8 control areas (Los Angeles, Calif., to The Dalles, Oreg.).
601.109 Amber civil airway No. 9 control areas (Charleston, S. C., to New York, N. Y.).

RED CIVIL AIRWAYS

601.201 Red civil airway No. 1 control areas (Portland, Oreg., to Kansas City, Mo.).
601.202 Red civil airway No. 2 control areas (Butte, Mont., to Rapid City, S. Dak.).
601.203 Red civil airway No. 3 control areas (Philipsburg, Pa., to Hartford, Conn.).
601.204 Red civil airway No. 4 control areas (Otto, N. Mex., to Las Vegas, N. Mex.).
601.205 Red civil airway No. 5 control areas (Sioux Falls, S. Dak., to St. Paul, Minn.).
601.206 Red civil airway No. 6 control areas (Las Vegas, Nev., to Omaha, Nebr.).
601.207 Red civil airway No. 7 control areas (Atlanta, Ga., to Greensboro, N. C.).
601.208 Red civil airway No. 8 control areas (Altoona, Pa., to Wilkes-Barre, Pa.).
601.209 Red civil airway No. 9 control areas (San Diego, Calif., to Winslow, Ariz.).
601.210 Red civil airway No. 10 control areas (Pueblo, Colo., to Charleston, S. C.)
601.211 Red civil airway No. 11 control areas (Tulsa, Okla., to Boston, Mass.).
601.212 Red civil airway No. 12 control areas (Kansas City, Mo., to Detroit, Mich.).
601.213 Red civil airway No. 13 control areas (Sunbury, Pa., to Boston, Mass.).
601.214 Red civil airway No. 14 control areas (Lone Rock, Wis., to Louisville, Ky.).
601.215 Red civil airway No. 15 control areas (Las Vegas, Nev., to Gila Bend, Ariz.).
601.216 Red civil airway No. 16 control areas (Tallahassee, Fla., to Florence, S. C.).
601.217 Red civil airway No. 17 control areas (Fort Wayne, Ind., to Baltimore, Md.).

Sec.
601.218 Red civil airway No. 18 control areas (Indianapolis, Ind., to Washington, D. C.).
601.219 Red civil airway No. 19 control areas (Washington D. C., to Grand Rapids, Mich.).
601.220 Red civil airway No. 20 control areas (Lansing, Mich., to Washington, D. C.).
601.221 Red civil airway No. 21 control areas (Pittsburgh, Pa., to Boston, Mass.).
601.222 Red civil airway No. 22 control areas (United States-Canadian Border to Buffalo, N. Y.).
601.223 Red civil airway No. 23 control areas (United States-Canadian Border to New York, N. Y.).
601.224 Red civil airway No. 24 control areas (Amarillo, Tex., to Oklahoma City, Okla.).
601.225 Red civil airway No. 25 control areas (Tallahassee, Fla., to Miami, Fla.).
601.226 Red civil airway No. 26 control areas (Syracuse, N. Y., to Millville, N. J.).
601.227 Red civil airway No. 27 control areas (Knoxville, Tenn., to Detroit, Mich.).
601.228 Red civil airway No. 28 control areas (Rockford, Ill., to Detroit, Mich.).
601.229 Red civil airway No. 29 control areas (Rochester, N. Y., to Baltimore, Md.).
601.230 Red civil airway No. 30 control areas (Shreveport, La., to Jacksonville, Fla.).
601.231 Red civil airway No. 31 control areas (Denver, Colo., to Minneapolis, Minn.).
601.232 Red civil airway No. 32 control areas (Laredo, Tex., to Houston, Tex.).
601.233 Red civil airway No. 33 control areas (Richmond, Va., to New Hackensack, N. Y.).
601.234 Red civil airway No. 34 control areas (Pulaski, Va., to Elizabeth City, N. C.).
601.235 Red civil airway No. 35 control areas (Pueblo, Colo., to Wichita, Kans.).
601.236 Red civil airway No. 36 control areas (Rochester, Minn., to La Crosse, Wis.).
601.237 Red civil airway No. 37 control areas (Dallas, Tex., to Washington, D. C.).
601.238 Red civil airway No. 38 control areas (Big Spring, Tex., to San Antonio, Tex.).
601.239 Red civil airway No. 39 control areas (Bethel, Alaska, to Fairbanks, Alaska).
601.240 Red civil airway No. 40 control areas (Shemya, Alaska, to Anchorage, Alaska).
601.241 Red civil airway No. 41 control areas (Yakutat, Alaska, to Gustavus, Alaska).
601.242 Red civil airway No. 42 control areas (Joliet, Ill., to La Fayette, Ind.).
601.243 Red civil airway No. 43 control areas (Chicago, Ill., to La Fayette, Ind.).
601.244 Red civil airway No. 44 control areas (Bellingham, Wash., to United States-Canadian Border).
601.245 Red civil airway No. 45 control areas (Washington, D. C., to Allentown, Pa.).
601.246 Red civil airway No. 46 control areas (Aberdeen, S. Dak., to Watertown, S. Dak.).
601.247 Red civil airway No. 47 control areas (Tampa, Fla., to Daytona Beach, Fla.).
601.248 Red civil airway No. 48 control areas (Missoula, Mont., to Livingston, Mont.).
601.249 Red civil airway No. 49 control areas (Elko, Nev., to Fort Bridger, Wyo.).
601.250 Red civil airway No. 50 control areas (Galena, Alaska, to Fairbanks, Alaska).
601.251 Red civil airway No. 51 control areas (El Paso, Tex., to United States-Mexican Border).
601.252 Red civil airway No. 52 control areas (Memphis, Tenn., to Birmingham, Ala.).
601.253 Red civil airway No. 53 control areas (Joplin, Mo., to Springfield, Mo.).
601.254 Red civil airway No. 54 control areas (Burley, Idaho, to Salt Lake City, Utah).
601.255 Red civil airway No. 55 control areas (Burlington, Iowa, to Columbus, Ohio).
601.256 Red civil airway No. 56 control areas (Red Bluff, Calif., to Whitmore, Calif.).
601.257 Red civil airway No. 57 control areas (Moline, Ill., to Youngstown, Ohio).
601.258 Red civil airway No. 58 control areas (Salinas, Calif., to Hollister, Calif.)
601.259 Red civil airway No. 59 control areas (Gage, Okla., to Oklahoma City, Okla.).
601.260 Red civil airway No. 60 control areas (San Jose, Calif., to Stockton, Calif.).
601.261 Red civil airway No. 61 control areas (Pittsburgh, Pa., to Washington, D. C.).
601.262 Red civil airway No. 62 control areas (Lansing, Mich., to Pittsburgh, Pa.).
601.263 Red civil airway No. 63 control areas (Battle Creek, Mich., to the United States-Canadian Border).
601.264 Red civil airway No. 64 control areas (United States-Canadian Border to Annette Island, Alaska)
601.265 Red civil airway No. 65 control areas (Oceanside, Calif., to Blythe, Calif.).
601.266 Red civil airway No. 66 control areas (Santa Barbara, Calif., to Los Angeles, Calif.).
601.267 Red civil airway No. 67 control areas (Crestview, Fla., to Dothan, Ala.).
601.268 Red civil airway No. 68 control areas (El Paso, Tex., to Shreveport, La.).
601.269 Red civil airway No. 69 control areas (El Paso, Tex., to Big Spring, Tex.).
601.270 Red civil airway No. 70 control areas (Midland, Tex., to Oklahoma City, Okla.).
601.271 Red civil airway No. 71 control areas (Lubbock, Tex., to Wichita Falls, Tex.).
601.272 Red civil airway No. 72 control areas (Millville, N. J., to Newark, N. J.).
601.273 Red civil airway No. 73 control areas (Baltimore, Md., to Millville, N. J.).
601.274 Red civil airway No. 74 control areas (Louisville, Ky., to Cincinnati, Ohio).
601.275 Red civil airway No. 75 control areas (U. S.-Canadian Border, Vancouver, B. C., to U. S.-Canadian Border, Abbotsford, B. C.).
601.276 Red civil airway No. 76 control areas (Williams, Calif., to Auburn, Calif.).
601.277 Red civil airway No. 77 control areas (Richmond, Va., to Millville, N. J.).
601.278 Red civil airway No. 78 control areas (Medford, Oreg., to Klamath Falls, Oreg.).
601.279 Red civil airway No. 79 control areas (Port Angeles, Wash., to Everett, Wash.).
601.280 Red civil airway No. 80 control areas (Lewistown, Mont., to Miles City, Mont.).
601.281 Red civil airway No. 81 control areas (Parkersburg, W. Va., to Elkins, W. Va.).
601.282 Red civil airway No. 82 control areas (Skwentna, Alaska, to Anchorage, Alaska).
601.283 Red civil airway No. 83 control areas (Tucson, Ariz., to Rodeo, N. Mex.).
601.284 Red civil airway No. 84 control areas (New Orleans, La., to Biloxi, Miss.).
601.285 Red civil airway No. 85 control areas (Dayton, Ohio, to Mansfield, Ohio).

BLUE CIVIL AIRWAYS

601.601 Blue civil airway No. 1 control areas (Pendleton, Oreg., to Spokane, Wash.).
601.602 Blue civil airway No. 2 control areas (Birmingham, Ala., to Erie, Pa.).
601.603 Blue civil airway No. 3 control areas (Tallahassee, Fla., to La Fayette, Ind.).
601.604 Blue civil airway No. 4 control areas (Nantucket, Mass., to United States-Canadian Border).
601.605 Blue civil airway No. 5 control areas (Galveston, Tex., to Salina, Kans.).
601.606 Blue civil airway No. 6 control areas (Abilene, Tex., to Muskegon, Mich.).
601.607 Blue civil airway No. 7 control areas (Paso Robles, Calif., to Williams, Calif.).
601.608 Blue civil airway No. 8 control areas (Fargo, N. Dak., to United States-Canadian Border).
601.609 Blue civil airway No. 9 control areas (Columbia, Mo., to United States-Canadian Border).
601.610 Blue civil airway No. 10 control areas (Fresno, Calif., to Williams, Calif.).
601.611 Blue civil airway No. 11 control areas (Cleveland, Ohio, to Niagara Falls, N. Y.).
601.612 Blue civil airway No. 12 control areas (The Dalles, Oreg., to Ellensburg, Wash.).
601.613 Blue civil airway No. 13 control areas (Houston, Tex., to Minneapolis, Minn.).
601.614 Blue civil airway No. 14 control areas (El Centro, Calif., to Sacramento, Calif.).
601.615 Blue civil airway No. 15 control areas (Huntington, W. Va., to Erie, Pa.).
601.616 Blue civil airway No. 16 control areas (Dillon, Mont., to Helena, Mont.).
601.617 Blue civil airway No. 17 control areas (Millinocket, Maine, to Presque Isle, Maine).
601.618 Blue civil airway No. 18 control areas (Philadelphia, Pa., to Burlington, Vt.).
601.619 Blue civil airway No. 19 control areas (Miami, Fla., to Orlando, Fla.).
601.620 Blue civil airway No. 20 control areas (Atlantic City, N. J., to Allentown, Pa.).
601.621 Blue civil airway No. 21 control areas (Charleston, W. Va., to Erie, Pa.).
601.622 Blue civil airway No. 22 control areas (Memphis, Tenn., to Wichita, Kans.).
601.623 Blue civil airway No. 23 control areas (Detroit, Mich., to Flint, Mich.).
601.624 Blue civil airway No. 24 control areas (El Centro, Calif., to Riverside, Calif.).
601.625 Blue civil airway No. 25 control areas (Cordova, Alaska, to Big Delta, Alaska).
601.626 Blue civil airway No. 26 control areas (Anchorage, Alaska, to Nenana, Alaska).

Sec.
601.627 Blue civil airway No. 27 control areas (Kodiak, Alaska, to Kotzebue, Alaska).
601.628 Blue civil airway No. 28 control areas (Charleston, S. C., to Spartanburg, S. C.).
601.629 Blue civil airway No. 29 control areas (Raleigh, N. C., to Lynchburg, Va.).
601.630 Blue civil airway No. 30 control areas (Brownsville, Tex., to Big Spring, Tex.).
601.631 Blue civil airway No. 31 control areas (New Florence, Mo., to Moline, Ill.).
601.632 Blue civil airway No. 32 control areas (Pendleton, Oreg., to Fairbanks, Alaska).
601.633 Blue civil airway No. 33 control areas (Archbold, Ohio, to Detroit, Mich.).
601.634 Blue civil airway No. 34 control areas (Little Rock, Ark., to Tulsa, Okla.).
601.635 Blue civil airway No. 35 control areas (Topeka, Kans., to Kirksville, Mo.).
601.636 Blue civil airway No. 36 control areas (Thurman, Colo., to North Platte, Nebr.).
601.637 Blue civil airway No. 37 control areas (Casper, Wyo., to Rapid City, S. Dak.).
601.638 Blue civil airway No. 38 control areas (Annette Island, Alaska, to United States-Canadian Border).
601.639 Blue civil airway No. 39 control areas (Knoxville, Tenn., to United States-Canadian Border).
601.640 Blue civil airway No. 40 control areas (Concord, N. H., to Burlington, Vt.).
601.641 Blue civil airway No. 41 control areas (New York, N. Y., to United States-Canadian Border).
601.642 Blue civil airway No. 42 control areas (South Bend, Ind., to Battle Creek, Mich.).
601.643 Blue civil airway No. 43 control areas (Birmingham, Ala., to Nashville, Tenn.).
601.644 Blue civil airway No. 44 control areas (Advance, Mo., to United States-Canadian Border).
601.645 Blue civil airway No. 45 control areas (Lake Charles, La., to Baton Rouge, La.).
601.646 Blue civil airway No. 46 control areas (Los Angeles, Calif., to Oakland, Calif.).
601.647 Blue civil airway No. 47 control areas (Martinsburg, W. Va., to Philipsburg, Pa.).
601.648 Blue civil airway No. 48 control areas (New York, N. Y., to New Hackensack, N. Y.).
601.649 Blue civil airway No. 49 control areas (Atlantic City, N. J., to Philadelphia, Pa).
601.650 Blue civil airway No. 50 control areas (Bangor, Maine, to United States-Canadian Border).
601.651 Blue civil airway No. 51 control areas (Wendover, Utah, to Dubois, Idaho).
601.652 Blue civil airway No. 52 control areas (Paso Robles, Calif., to Fresno, Calif.).
601.653 Blue civil airway No. 53 control areas (Providence, R. I., to Hartford, Conn.).
601.654 Blue civil airway No. 54 control areas (Salinas, Calif., to Hamilton Field, Calif.).
601.655 Blue civil airway No. 55 control areas (Crestview, Fla., to Montgomery, Ala.).
601.656 Blue civil airway No. 56 control areas (Elizabeth City, N. C., to Washington, D. C.).
Sec.
601.657 Blue civil airway No. 57 control areas (Elko, Nev., to Burley, Idaho).
601.658 Blue civil airway No. 58 control areas (Sioux Falls, S. Dak., to Watertown, S. Dak.).
601.659 Blue civil airway No. 59 control areas (Pensacola, Fla., to Goodway, Ala.).
601.660 Blue civil airway No. 60 control areas (Sunnyvale, Calif., to Stockton, Calif.).
601.661 Blue civil airway No. 61 control areas (Springfield, Mo., to Kansas City, Mo.).
601.662 Blue civil airway No. 62 control areas (Ypsilanti, Mich., to Flint, Mich.).
601.663 Blue civil airway No. 63 control areas (Olathe, Kans., to Topeka, Kans.).
601.664 Blue civil airway No. 64 control areas (Lebo, Kans., to Topeka, Kans.).
601.665 Blue civil airway No. 65 control areas (Garden City, Kans., to Goodland, Kans.).
601.666 Blue civil airway No. 66 control areas (Bridgeport, Conn., to Poughkeepsie, N. Y.).
601.667 Blue civil airway No. 67 control areas (Yuma, Ariz., to Las Vegas, Nev.).

CONTROL AREA EXTENSIONS

601.1001 Control area extension (Abilene, Tex.).
601.1002 Control area extension (Austin, Tex.).
601.1003 Control area extension (Beaumont, Tex.).
601.1004 Control area extension (Brownsville, Tex.).
601.1005 Control area extension (Jacksonville, Fla.).
601.1006 Control area extension (Lake Charles, La.).
601.1007 Control area extension (Laredo, Tex.).
601.1008 Control area extension (Savannah, Ga.).
601.1009 Control area extension (Augusta, Ga.).
601.1010 Control area extension (Charlotte, N. C.).
601.1011 Control area extension (Daytona Beach, Fla.).
601.1012 Control area extension (Florence, S. C.).
601.1013 Control area extension (Fort Myers, Fla.).
601.1014 Control area extension (Greenville, S. C.).
601.1015 Control area extension (Greenwood, Miss.).
601.1016 Control area extension (Jack's Creek, Tenn.).
601.1017 Control area extension (Reading, Pa.).
601.1018 Control area extension (Meridian, Miss.).
601.1019 Control area extension (Nashville, Tenn.).
601.1020 Control area extension (Smithville, Tenn.).
601.1021 Control area extension (Tampa, Fla.).
601.1022 Control area extension (West Palm Beach, Fla.).
601.1023 Control area extension (Akron, Colo.).
601.1024 Control area extension (Burlington, Iowa).
601.1025 Control area extension (New Orleans, La.).
601.1026 Control area extension (Grand Island, Nebr.).
601.1027 Control area extension (Kansas City, Mo.).
601.1028 Control area extension (Monroe, La.).
601.1029 Control area extension (La Junta, Colo.).
601.1030 Control area extension (Lebo, Kans.).
Sec.
601.1031 Control area extension (North Platte, Nebr.).
601.1032 Control area extension (Scottsbluff, Nebr.).
601.1033 Control area extension (St. Joseph, Mo.).
601.1034 Control area extension (Springfield, Mo.).
601.1035 Control area extension (Little Rock, Ark.).
601.1036 Control area extension (Vichy, Mo.).
601.1037 Control area extension (Pensacola, Fla.).
601.1038 Control area extension (Great Falls, Mont.).
601.1039 Control area extension (Portland, Oreg.).
601.1040 Control area extension (Medford, Oreg.).
601.1041 Control area extension (Boise, Idaho).
601.1042 Control area extension (Cincinnati, Ohio).
601.1043 Control area extension (Bowling Green, Ky.).
601.1044 Control area extension (Ypsilanti, Mich.).
601.1045 Control area extension (Presque Isle, Maine).
601.1046 Control area extension (Montpelier, Vt.).
601.1047 Control area extension (Bangor, Maine).
601.1048 Control area extension (Syracuse, N. Y.).
601.1049 Control area extension (Utica, N. Y.).
601.1050 Control area extension (Bakersfield, Calif.).
601.1051 Control area extension (Portland, Maine).
601.1052 Control area extension (Westfield, Mass.).
601.1053 Control area extension (Houlton, Maine).
601.1054 Control area extension (Philipsburg, Pa.).
601.1055 Control area extension (Elmira, N. Y.).
601.1056 Control area extension (Wilkes-Barre, Pa.).
601.1057 Control area extension (Altoona, Pa.).
601.1058 Control area extension (Martinsburg, W. Va.).
601.1059 Control area extension (Lynchburg, Va.).
601.1060 Control area extension (Elkins, W. Va.).
601.1061 Control area extension (Gordonsville, Va.).
601.1062 Control area extension (Raleigh, N. C.).
601.1063 Control area extension (Roanoke, Va.).
601.1064 Control area extension (Chicopee Falls, Mass.).
601.1065 Control area extension (Yakima, Wash.).
601.1066 Control area extension (Mitchel Field, N. Y.).
601.1067 Control area extension (Dayton, Ohio.).
601.1068 Control area extension (Riverside, Calif.).
601.1069 Control area extension (Santa Barbara, Calif.).
601.1070 Control area extension (Oceanside, Calif.).
601.1071 Control area extension (Burbank, Calif.).
601.1072 Control area extension (Newhall, Calif.).
601.1073 Control area extension (Fresno, Calif.).
601.1074 Control area extension (Los Angeles, Calif.).
601.1075 Control area extension (Long Beach, Calif.).

Sec.
601.1076 Control area extension (Phoenix, Ariz.).
601.1077 Control area extension (Elko, Nev.).
601.1078 Control area extension (Reno, Nev.).
601.1079 Control area extension (Rock Springs, Wyo.).
601.1080 Control area extension (Louisville, Ky.).
601.1081 Control area extension (Zanesville, Ohio).
601.1082 Control area extension (Montgomery, Ala.).
601.1083 Control area extension (Memphis, Tenn.).
601.1084 Control area extension (Norfolk, Va.).
601.1085 Control area extension (Cherry Point, N. C.).
601.1086 Control area extension (Memphis, Tenn.).
601.1087 Control area extension (Akron, Ohio).
601.1088 Control area extension (Alexandria, Minn.).
601.1089 Control area extension (Covington, Ky.).
601.1090 Control area extension (Columbus, Ohio).
601.1091 Control area extension (Dayton, Ohio).
601.1092 Control area extension (Dickinson, N. Dak.).
601.1093 Control area extension (Fargo, N. Dak.).
601.1094 Control area extension (Flint, Mich.).
601.1095 Control area extension (Fort Wayne, Ind.).
601.1096 Control area extension (Glenview, Ill.).
601.1097 Control area extension (Grand Forks, N. Dak.).
601.1098 Control area extension (Grand Rapids, Mich.).
601.1099 Control area extension (Indianapolis, Ind.).
601.1100 Control area extension (Lone Rock, Wis.).
601.1101 Control area extension (Madison, Wis.).
601.1102 Control area extension (Minneapolis, Minn.).
601.1103 Control area extension (Minot, N. Dak.).
601.1104 Control area extension (Rockford, Ill.).
601.1105 Control area extension (Muskegon, Mich.).
601.1106 Control area extension (Whidbey Island, Wash.).
601.1107 Control area extension (Topeka, Kans.).
601.1108 Control area extension (Salina, Kans.).
601.1109 Control area extension (Goodland, Kans.).
601.1110 Control area extension (Fort Riley, Kans.).
601.1111 Control area extension (San Diego, Calif.).
601.1112 Control area extension (Seattle, Wash.).
601.1113 Control area extension (San Francisco, Calif.).
601.1114 Control area extension (Chanute, Kans.).
601.1115 Control area extension (Dodge City, Kans.).
601.1116 Control area extension (Hutchinson, Kans.).
601.1117 Control area extension (Lincoln, Nebr.).
601.1118 Control area extension (Grand Junction, Colo.).
601.1119 Control area extension (St. Louis, Mo.).
601.1120 Control area extension (Iowa City, Iowa).
Sec.
601.1121 Control area extension (White Plains, N. Y.).
601.1122 Control area extension (Lubbock, Tex.).
601.1123 Control area extension (Birmingham, Ala.).
601.1124 Control area extension (Eugene, Oreg.).
601.1125 Control area extension (Tallahassee, Fla.).
601.1126 Control area extension (Knoxville, Tenn.).
601.1127 Control area extension (Charleston, S. C.).
601.1128 Control area extension (Jackson, Miss.).
601.1129 Control area extension (Washington, D. C.).
601.1130 Control area extension (Spokane, Wash.).
601.1131 Control area extension (New York, N. Y.).
601.1132 Control area extension (Willmar, Minn.).
601.1133 Control area extension (Idlewild, N. Y.).
601.1134 Control area extension (Miami, Fla.).
601.1135 Control area extension (Atlanta, Ga.).
601.1136 Control area extension (San Juan, P. R.).
601.1137 Control area extension (Key West, Fla.).
601.1138 Control area extension (Orlando, Fla.).
601.1139 Control area extension (Lexington, Ky.).
601.1140 Control area extension (Des Moines, Iowa).
601.1141 Control area extension (Boston, Mass.).
601.1142 Control area extension (Boston, Mass.).
601.1143 Control area extension (Nantucket, Mass.).
601.1144 Control area extension (Nantucket, Mass.).
601.1145 Control area extension (Nantucket, Mass.).
601.1146 Control area extension (New York, N. Y.).
601.1147 Control area extension (New York, N. Y.).
601.1148 Control area extension (Millville, N. J.).
601.1149 Control area extension (Norfolk, Va.).
601.1150 Control area extension (Wilmington, N. C.).
601.1151 Control area extension (Wilmington, N. C.).
601.1152 Control area extension (Charleston, S. C.).
601.1153 Control area extension (Jacksonville, Fla.).
601.1154 Control area extension (Bismarck, N. Dak.).
601.1155 Control area extension (Omaha, Nebr.).
601.1156 Control area extension (Albany, Ga.).
601.1157 Control area extension (Chicago, Ill.).
601.1158 Control area extension (Cleveland, Ohio).
601.1159 Control area extension (Moline, Ill.).
601.1160 Control area extension (South Bend, Ind.).
601.1161 Control area extension (Chicago, Ill.).
601.1162 Control area extension (Danville, Va.).
601.1163 Control area extension (Vero Beach, Fla.).
601.1164 Control area extension (Quonset Point, R. I.).
601.1165 Control area extension (Oakland, Calif.).
Sec.
601.1166 Control area extension (Mobile, Ala.).

CONTROL ZONES

601.1981 Scope of control zones.
601.1982 Designation of control zones.
601.1983 Three-mile radius zones.
601.1984 Five-mile radius zones.

ADDITIONAL CONTROL ZONES

601.2001 Albany, N. Y., control zone.
601.2002 Augusta, Maine, control zone.
601.2003 Baltimore, Md., control zone.
601.2004 Bangor, Maine, control zone.
601.2005 Boston, Mass., control zone.
601.2006 Buffalo, N. Y., control zone.
601.2007 Burlington, Vt., control zone.
601.2008 Concord, N. H., control zone.
601.2009 Erie, Pa., control zone.
601.2010 Harrisburg, Pa., control zone.
601.2011 Hartford, Conn., control zone.
601.2012 Millinocket, Maine, control zone.
601.2013 Newark, N. J., control zone.
601.2014 Norfolk, Va., control zone.
601.2015 Philadelphia, Pa., control zone.
601.2016 Wheeling, W. Va., control zone.
601.2017 Pittsburgh, Pa., control zone.
601.2018 Portland, Maine, control zone.
601.2019 Providence, R. I., control zone.
601.2020 Richmond, Va., control zone.
601.2021 Rochester, N. Y., control zone.
601.2022 Washington, D. C., control zone.
601.2023 Albuquerque, N. Mex., control zone.
601.2024 Amarillo, Tex., control zone.
601.2025 Big Spring, Tex., control zone.
601.2026 Brownsville, Tex., control zone.
601.2027 Dallas, Tex., control zone.
601.2028 El Paso, Tex., control zone.
601.2029 Fort Worth, Tex., control zone.
601.2030 Galveston, Tex., control zone.
601.2031 Houston, Tex., control zone.
601.2032 Laredo, Tex., control zone.
601.2033 Little Rock, Ark., control zone.
601.2034 Monroe, La., control zone.
601.2035 New Orleans, La., control zone.
601.2036 Ponca City, Okla., control zone.
601.2037 San Angelo, Tex., control zone.
601.2038 Shreveport, La., control zone.
601.2039 Tulsa, Okla., control zone.
601.2040 Advance, Mo., control zone.
601.2041 Akron, Colo., control zone.
601.2042 Burlington, Iowa, control zone.
601.2043 Casper, Wyo., control zone.
601.2044 Cheyenne, Wyo., control zone.
601.2045 Colorado Springs, Colo., control zone.
601.2046 Columbia, Mo., control zone.
601.2047 Denver, Colo., control zone.
601.2048 Des Moines, Iowa, control zone.
601.2049 Fort Bridger, Wyo., control zone.
601.2050 Garden City, Kans., control zone.
601.2051 Grand Island, Nebr., control zone.
601.2052 Hayes Center, Nebr., control zone.
601.2053 Huron, S. Dak., control zone.
601.2054 Hutchinson, Kans., control zone.
601.2055 Joplin, Mo., control zone.
601.2056 Kansas City, Mo., control zone.
601.2057 Kirksville, Mo., control zone.
601.2058 La Junta, Colo., control zone.
601.2059 Laramie, Wyo., control zone.
601.2060 Lebo, Kans., control zone.
601.2061 Lincoln, Nebr., control zone.
601.2062 Mason City, Iowa, control zone.
601.2063 North Platte, Nebr., control zone.
601.2064 Omaha, Nebr., control zone.
601.2065 Pierre, S. Dak., control zone.
601.2066 Pueblo, Colo., control zone.
601.2067 Rapid City, S. Dak., control zone.
601.2068 Rock Springs, Wyo., control zone.
601.2069 St. Joseph, Mo., control zone.
601.2070 St. Louis, Mo., control zone.
601.2071 Scottsbluff, Nebr., control zone.
601.2072 Sheridan, Wyo., control zone.
601.2073 Sinclair, Wyo., control zone.
601.2074 Sioux City, Iowa, control zone.
601.2075 Springfield, Mo., control zone.
601.2076 Topeka, Kans., control zone.
601.2077 Trinidad, Colo., control zone.
601.2078 Vichy, Mo., control zone.
601.2079 Watertown, S. Dak., control zone.

Sec.
601.2080 Wichita, Kans., control zone.
601.2081 Coeur d'Alene, Idaho, control zone.
601.2082 Akron, Ohio, control zone.
601.2083 Alexandria, Minn., control zone.
601.2084 Battle Creek, Mich., control zone.
601.2085 Bismarck, N. Dak., control zone.
601.2086 Chicago, Ill., control zone.
601.2087 Cincinnati, Ohio, control zone.
601.2088 Dodge City, Kans., control zone.
601.2089 Cleveland, Ohio, control zone.
601.2090 Columbus, Ohio, control zone.
601.2091 Dayton, Ohio, control zone.
601.2092 Detroit, Mich., control zone.
601.2093 Dickinson, N. Dak., control zone.
601.2094 Duluth, Minn., control zone.
601.2095 Effingham, Ill., control zone.
601.2096 Evansville, Ind., control zone.
601.2097 Fargo, N. Dak., control zone.
601.2098 Flint, Mich., control zone.
601.2099 Fort Wayne, Ind., control zone.
601.2100 Glenview, Ill., control zone.
601.2101 Goshen, Ind., control zone.
601.2102 Grand Forks, N. Dak., control zone.
601.2103 Grand Rapids, Mich., control zone.
601.2104 Huntington, W. Va., control zone.
601.2105 Indianapolis, Ind., control zone.
601.2106 Jamestown, N. Dak., control zone.
601.2107 Joliet, Ill., control zone.
601.2108 Lansing, Mich., control zone.
601.2109 La Fayette, Ind., control zone.
601.2110 Lone Rock, Wis., control zone.
601.2111 Louisville, Ky., control zone.
601.2112 Madison, Wis., control zone.
601.2113 Milwaukee, Wis., control zone.
601.2114 Minneapolis, Minn., control zone.
601.2115 Minot, N. Dak., control zone.
601.2116 Moline, Ill., control zone.
601.2117 Muskegon, Mich., control zone.
601.2118 Pembina, N. Dak., control zone.
601.2119 Peoria, Ill., control zone.
601.2120 Rochester, Minn., control zone.
601.2121 Rockford, Ill., control zone.
601.2122 Detroit, Mich., control zone.
601.2123 South Bend, Ind., control zone.
601.2124 Roswell, N. Mex., control zone.
601.2125 Terre Haute, Ind., control zone.
601.2126 Toledo, Ohio, control zone.
601.2127 Youngstown, Ohio, control zone.
601.2128 Wilmington, N. C., control zone.
601.2129 Bowling Green, Ky., control zone.
601.2130 Atlanta, Ga., control zone.
601.2131 Augusta, Ga., control zone.
601.2132 Biloxi, Miss., control zone.
601.2133 Birmingham, Ala., control zone.
601.2134 Charleston, S. C., control zone.
601.2135 Charlotte, N. C., control zone.
601.2136 Chattanooga, Tenn., control zone.
601.2137 Columbia, S. C., control zone.
601.2138 Crestview, Fla., control zone.
601.2139 Cress City, Fla., control zone.
601.2140 Daytona Beach, Fla., control zone.
601.2141 Dothan, Ala., control zone.
601.2142 Florence, S. C., control zone.
601.2143 Fort Myers, Fla., control zone.
601.2144 Greensboro, N. C., control zone.
601.2145 Greenville, S. C., control zone.
601.2146 Greenwood, Miss., control zone.
601.2147 Jack's Creek, Tenn., control zone.
691.2148 Jackson, Miss., control zone.
601.2149 Jacksonville, Fla., control zone.
601.2150 Key West, Fla., control zone.
601.2151 Knoxville, Tenn., control zone.
601.2152 Macon, Ga., control zone.
601.2153 Melbourne, Fla., control zone.
601.2154 Memphis, Tenn., control zone.
601.2155 Meridian, Miss., control zone.
601.2156 Miami, Fla., control zone.
601.2157 Mobile, Ala., control zone.
601.2158 Mobile, Ala., control zone.
601.2159 Montgomery, Ala., control zone.
601.2160 Muscle Shoals, Ala., control zone.
601.2161 Nashville, Tenn., control zone.
601.2162 Orlando, Fla., control zone.
601.2163 Pensacola, Fla., control zone.
601.2164 Raleigh, N. C., control zone.
601.2165 Savannah, Ga., control zone.
601.2166 Spartanburg, S. C., control zone.
601.2167 Tallahassee, Fla., control zone.
601.2168 Tampa, Fla., control zone.
601.2169 Tri-City, Tenn., control zone.
601.2170 West Palm Beach, Fla., control zone.
601.2171 Winston-Salem, N. C., control zone.
601.2172 Alma, Ga., control zone.
601.2173 Bakersfield, Calif., control zone.
601.2174 Burbank, Calif., control zone.
601.2175 El Centro, Calif., control zone.
601.2176 Fresno, Calif., control zone.
601.2177 Las Vegas, Nev., control zone.
601.2178 Long Beach, Calif., control zone.
601.2179 Los Angeles, Calif., control zone.
601.2180 Oakland, Calif., control zone.
601.2181 Ogden, Utah, control zone.
601.2182 Palmdale, Calif., control zone.
601.2183 Grand Junction, Colo., control zone.
601.2184 Prescott, Ariz., control zone.
601.2185 Sacramento, Calif., control zone.
601.2186 San Diego, Calif., control zone.
601.2187 San Francisco, Calif., control zone.
601.2188 Salt Lake City, Utah, control zone.
601.2189 Olathe, Kans., control zone.
601.2190 Atlantic City, N. J., control zone.
601.2191 Zanesville, Ohio, control zone.
601.2192 Mana, Kauai, T. H., control zone.
601.2193 Kahului, Maui, T. H., control zone.
601.2194 Hilo, Hawaii, T. H., control zone.
601.2195 Windsor Locks, Conn., control zone.
601.2196 New Castle, Del., control zone.
601.2197 Morgantown, W. Va., control zone.
601.2198 Montpelier, Vt., control zone.
601.2199 Syracuse, N. Y., control zone.
601.2200 Allentown, Pa., control zone.
601.2201 Williamsport, Pa., control zone.
601.2202 Philadelphia, Pa., control zone.
601.2203 Martinsburg, W. Va., control zone.
601.2204 Presque Isle, Maine, control zone.
601.2205 Chincoteague, Va., control zone.
601.2206 New York, N. Y., control zone.
601.2207 White Plains, N. Y., control zone.
601.2208 Stockton, Calif., control zone.
601.2209 Tucson, Ariz., control zone.
601.2210 Santa Barbara, Calif., control zone.
601.2211 Cherry Point, N. C., control zone.
601.2212 Topeka, Kans., control zone.
601.2213 Fort Riley, Kans., control zone.
601.2214 Goodland, Kans., control zone.
601.2215 San Juan, P. R., control zone.
601.2216 Seattle, Wash., control zone.
601.2217 Aberdeen, S. Dak., control zone.
601.2218 Sioux Falls, S. Dak., control zone.
601.2219 Iowa City, Iowa, control zone.
601.2220 Lubbock, Tex., control zone.
601.2221 La Crosse, Wis., control zone.
601.2222 Austin, Tex., control zone.
601.2223 Charleston, W. Va., control zone.
601.2224 Anderson, S. C., control zone.
601.2225 Mansfield, Ohio, control zone.
601.2226 Springfield, Ill., control zone.
601.2227 Salina, Kans., control zone.
601.2228 Fairbanks, Alaska, control zone.
601.2229 Fairfield, Calif., control zone.
601.2230 Brunswick, Ga., control zone.
601.2231 Vero Beach, Fla., control zone.
601.2232 Norfolk, Va., control zone.
601.2233 Quonset Point, R. I., control zone.
601.2234 Miami, Fla., control zone.
601.2235 Willmar, Minn., control zone.
601.2236 Whidbey Island, Wash., control zone.
601.2237 New York, N. Y., control zone.
601.2238 New York, N. Y., control zone.
601.2239 Cordova, Alaska, control zone.
601.2240 Milton, Fla., control zone.
601.2241 Macon, Ga., control zone.
601.2242 Lexington, Ky., control zone.
601.2243 Hempstead, N. Y., control zone.
601.2244 Quantico, Va., control zone.
601.2245 Chanute, Kans., control zone.
601.2246 Oklahoma City, Okla., control zone.
601.2247 Abilene, Tex., control zone.
601.2248 San Antonio, Tex., control zone.
601.2249 Corpus Christi, Tex., control zone.
601.2250 Tyler, Tex., control zone.
601.2251 Albany, Ga., control zone.
601.2252 Fairbanks, Alaska, control zone.
601.2253 Kenai, Alaska, control zone.
601.2254 Falmouth, Mass., control zone.
601.2255 Aquadilla, P. R., control zone.

DESIGNATION OF REPORTING POINTS

Sec.
601.4001 Designation of reporting points.

GREEN CIVIL AIRWAYS

601.4011 Green civil airway No. 1 (United States-Canadian Border to Forest City, Maine).
601.4012 Green civil airway No. 2 (Seattle, Wash., to Boston, Mass.).
601.4013 Green civil airway No. 3 (San Francisco, Calif., to New York, N. Y.).
601.4014 Green civil airway No. 4 (Los Angeles, Calif., to Philadelphia, Pa.).
601.4015 Green civil airway No. 5 (Los Angeles, Calif., to Boston, Mass.).
601.4016 Green civil airway No. 6 (Laredo, Tex., to Norfolk, Va.).
601.4017 Green civil airway No. 7 (Nome, Alaska, to Fairbanks, Alaska).
601.4018 Green civil airway No. 8 (Attu, Alaska, to Northway, Alaska).

AMBER CIVIL AIRWAYS

601.4101 Amber civil airway No. 1 (United States-Mexican Border to Nome, Alaska).
601.4102 Amber civil airway No. 2 (Long Beach, Calif., to Point Barrow, Alaska).
601.4103 Amber civil airway No. 3 (El Paso, Tex., to Great Falls, Mont.).
601.4104 Amber civil airway No. 4 (Brownsville, Tex., to Minot, N. Dak.).
601.4105 Amber civil airway No. 5 (Grand Isle, La., to Milwaukee, Wis.).
601.4106 Amber civil airway No. 6 (Jacksonville, Fla., to United States-Canadian Border).
601.4107 Amber civil airway No. 7 (Key West, Fla., to Caribou, Maine).
601.4108 Amber civil airway No. 8 (Los Angeles, Calif., to The Dalles, Oreg.).
601.4109 Amber civil airway No. 9 (Charleston, S. C., to New York, N. Y.).

RED CIVIL AIRWAYS

601.4201 Red civil airway No. 1 (Portland, Oreg., to Kansas City, Mo.).
601.4202 Red civil airway No. 2 (Butte, Mont., to Rapid City, S. Dak.).
601.4203 Red civil airway No. 3 (Phillipsburg, Pa., to Hartford, Conn.).
601.4204 Red civil airway No. 4 (Otto, N. Mex., to Las Vegas, N. Mex.).
601.4205 Red civil airway No. 5 (Sioux Falls, S. Dak., to St. Paul, Minn.).
601.4206 Red civil airway No. 6 (Las Vegas, Nev., to Omaha, Nebr.).
601.4207 Red civil airway No. 7 (Atlanta, Ga., to Greensboro, N. C.).
601.4208 Red civil airway No. 8 (Altoona, Pa., to Wilkes-Barre, Pa.).
601.4209 Red civil airway No. 9 (San Diego, Calif., to Winslow, Ariz.).
601.4210 Red civil airway No. 10 (Pueblo, Colo., to Charleston, S. C.).
601.4211 Red civil airway No. 11 (Tulsa, Okla., to Boston, Mass.).
601.4212 Red civil airway No. 12 (Kansas City, Mo., to Detroit, Mich.).
601.4213 Red civil airway No. 13 (Sunbury, Pa., to Boston, Mass.).
601.4214 Red civil airway No. 14 (Lone Rock, Wis., to Louisville, Ky.).
601.4215 Red civil airway No. 15 (Las Vegas, Nev., to Gila Bend, Ariz.).
601.4216 Red civil airway No. 16 (Tallahassee, Fla., to Florence, S. C.).
601.4217 Red civil airway No. 17 (Fort Wayne, Ind., to Baltimore, Md.).
601.4218 Red civil airway No. 18 (Indianapolis, Ind., to Washington, D. C.).
601.4219 Red civil airway No. 19 (Washington, D. C., to Grand Rapids, Mich.).
601.4220 Red civil airway No. 20 (Lansing, Mich., to Washington, D. C.).

Sec.
601.4221 Red civil airway No. 21 (Pittsburgh, Pa., to Boston, Mass.).
601.4222 Red civil airway No. 22 (United States-Canadian Border to Rochester, N. Y.).
601.4223 Red civil airway No. 23 (United States-Canadian Border to New York, N. Y.).
601.4224 Red civil airway No. 24 (Amarillo, Tex., to Oklahoma City, Okla.).
601.4225 Red civil airway No. 25 (Tallahassee, Fla., to Miami, Fla.).
601.4226 Red civil airway No. 26 (Syracuse, N. Y., to Millville, N. J.).
601.4227 Red civil airway No. 27 (Knoxville, Tenn., to Detroit, Mich.).
601.4228 Red civil airway No. 28 (Rockford, Ill., to Detroit, Mich.).
601.4229 Red civil airway No. 29 (Rochester, N. Y., to Baltimore, Md.).
601.4230 Red civil airway No. 30 (Shreveport, La., to Jacksonville, Fla.).
601.4231 Red civil airway No. 31 (Denver, Colo., to Minneapolis, Minn.).
601.4232 Red civil airway No. 32 (Laredo, Tex., to Houston, Tex.).
601.4233 Red civil airway No. 33 (Richmond, Va., to New Hackensack, N. Y.).
601.4234 Red civil airway No. 34 (Pulaski, Va., to Elizabeth City, N. C.).
601.4235 Red civil airway No. 35 (Pueblo, Colo., to Wichita, Kans.).
601.4236 Red civil airway No. 36 (Rochester, Minn., to La Crosse, Wis.).
601.4237 Red civil airway No. 37 (Dallas, Tex., to Washington, D. C.).
601.4238 Red civil airway No. 38 (Big Spring, Tex., to San Antonio, Tex.).
601.4239 Red civil airway No. 39 (Bethel, Alaska, to Fairbanks, Alaska).
601.4240 Red civil airway No. 40 (Shemya, Alaska, to Anchorage, Alaska).
601.4241 Red civil airway No. 41 (Yakutat, Alaska, to Gustavus, Alaska).
601.4242 Red civil airway No. 42 (Joliet, Ill., to La Fayette, Ind.).
601.4243 Red civil airway No. 43 (Chicago, Ill., to La Fayette, Ind.).
601.4244 Red civil airway No. 44 (Bellingham, Wash., to United States-Canadian Border).
601.4245 Red civil airway No. 45 (Washington, D. C., to Allentown, Pa.).
601.4246 Red civil airway No. 46 (Aberdeen, S. Dak., to Watertown, S. Dak.).
601.4247 Red civil airway No. 47 (Tampa, Fla., to Daytona Beach, Fla.).
601.4248 Red civil airway No. 48 (Missoula, Mont., to Livingston, Mont.).
601.4249 Red civil airway No. 49 (Elko, Nev., to Fort Bridger, Wyo.).
601.4250 Red civil airway No. 50 (Galena, Alaska, to Fairbanks, Alaska).
601.4251 Red civil airway No. 51 (El Paso, Tex., to United States-Mexican Border).
601.4252 Red civil airway No. 52 (Memphis, Tenn., to Birmingham, Ala.).
601.4253 Red civil airway No. 53 (Joplin, Mo., to Springfield, Mo.).
601.4254 Red civil airway No. 54 (Burley, Idaho, to Salt Lake City, Utah).
601.4255 Red civil airway No. 55 (Burlington, Iowa, to Columbus, Ohio).
601.4256 Red civil airway No. 56 (Red Bluff, Calif., to Whitmore, Calif.).
601.4257 Red civil airway No. 57 (Moline, Ill., to Youngstown, Ohio).
601.4258 Red civil airway No. 58 (Salinas, Calif., to Hollister, Calif.).
601.4259 Red civil airway No. 59 (Gage, Okla., to Oklahoma City, Okla.).
601.4260 Red civil airway No. 60 (San Jose, Calif., to Stockton, Calif.).
601.4261 Red civil airway No. 61 (Pittsburgh, Pa., to Washington, D. C.).
601.4262 Red civil airway No. 62 (Lansing, Mich., to Pittsburgh, Pa.).
601.4263 Red civil airway No. 63 (Battle Creek, Mich., to United States-Canadian Border).
Sec.
601.4264 Red civil airway No. 64 (United States-Canadian Border to Annette Island, Alaska).
601.4265 Red civil airway No. 65 (Oceanside, Calif., to Blythe, Calif.).
601.4266 Red civil airway No. 66 (Santa Barbara, Calif., to Los Angeles, Calif.).
601.4267 Red civil airway No. 67 (Crestview, Fla., to Dothan, Ala.).
601.4268 Red civil airway No. 68 (El Paso, Tex., to Shreveport, La.).
601.4269 Red civil airway No. 69 (El Paso, Tex., to Big Spring, Tex.).
601.4270 Red civil airway No. 70 (Midland, Tex., to Oklahoma City, Okla.).
601.4271 Red civil airway No. 71 (Lubbock, Tex., to Wichita Falls, Tex.).
601.4272 Red civil airway No. 72 (Millville, N. J., to Newark, N. J.).
601.4273 Red civil airway No. 73 (Baltimore, Md., to Millville, N. J.).
601.4274 Red civil airway No. 74 (Louisville, Ky., to Cincinnati, Ohio).
601.4275 Red civil airway No. 75 (United States-Canadian Border, Vancouver, B. C., to United States-Canadian Border, Abbotsford, B. C.).
601.4276 Red civil airway No. 76 (Williams, Calif., to Auburn, Calif.).
601.4277 Red civil airway No. 77 (Richmond, Va., to Millville, N. J.).
601.4278 Red civil airway No. 78 (Medford, Oreg., to Klamath Falls, Oreg.).
601.4279 Red civil airway No. 79 (Port Angeles, Wash., to Everett, Wash.).
601.4280 Red civil airway No. 80 (Lewistown, Mont., to Miles City, Mont.).
601.4281 Red civil airway No. 81 (Parkersburg, W. Va., to Elkins, W. Va.).
601.4282 Red civil airway No. 82 (Skwentna, Alaska, to Anchorage, Alaska).
601.4283 Red civil airway No. 83 (Tucson, Ariz., to Rodeo, N. Mex.).
601.4284 Red civil airway No. 84 (New Orleans, La., to Biloxi, Miss.).
601.4285 Red civil airway No. 85 (Dayton, Ohio, to Mansfield, Ohio).

BLUE CIVIL AIRWAYS

601.4601 Blue civil airway No. 1 (Pendleton, Oreg., to Spokane, Wash.).
601.4602 Blue civil airway No. 2 (Birmingham, Ala., to Erie, Pa.).
601.4603 Blue civil airway No. 3 (Tallahassee, Fla., to La Fayette, Ind.).
601.4604 Blue civil airway No. 4 (Nantucket, Mass., to United States-Canadian Border).
601.4605 Blue civil airway No. 5 (Galveston, Tex., to Salina, Kans.).
601.4606 Blue civil airway No. 6 (Abilene, Tex., to Muskegon, Mich.).
601.4607 Blue civil airway No. 7 (Paso Robles, Calif., to Williams, Calif.).
601.4608 Blue civil airway No. 8 (Fargo, N. Dak., to United States-Canadian Border).
601.4609 Blue civil airway No. 9 (Columbia, Mo., to United States-Canadian Border).
601.4610 Blue civil airway No. 10 (Fresno, Calif., to Williams, Calif.).
601.4611 Blue civil airway No. 11 (Cleveland, Ohio, to Niagara Falls, N. Y.).
601.4612 Blue civil airway No. 12 (The Dalles, Oreg., to Ellensburg, Wash.).
601.4613 Blue civil airway No. 13 (Houston, Tex., to Minneapolis, Minn.
601.4614 Blue civil airway No. 14 (El Centro, Calif., to Sacramento, Calif.).
601.4615 Blue civil airway No. 15 (Huntington, W. Va., to Erie, Pa.).
601.4616 Blue civil airway No. 16 (Dillon, Mont., to Helena, Mont.).
601.4617 Blue civil airway No. 17 (Millinocket, Maine, to Presque Isle, Maine).
Sec.
601.4618 Blue civil airway No. 18 (Philadelphia, Pa., to Burlington, Vt.).
601.4619 Blue civil airway No. 19 (Miami, Fla., to Orlando, Fla.).
601.4620 Blue civil airway No. 20 (Atlantic City, N. J., to Allentown, Pa.).
601.4621 Blue civil airway No. 21 (Charleston, W. Va., to Erie, Pa.).
601.4622 Blue civil airway No. 22, Memphis, Tenn., to Wichita, Kans.).
601.4623 Blue civil airway No. 23 (Detroit, Mich., to Flint, Mich.).
601.4624 Blue civil airway No. 24 (El Centro, Calif., to Riverside, Calif.).
601.4625 Blue civil airway No. 25 (Cordova, Alaska, to Big Delta, Alaska).
601.4626 Blue civil airway No. 26 (Anchorage, Alaska, to Nenana, Alaska).
601.4627 Blue civil airway No. 27 (Kodiak, Alaska, to Kotzebue, Alaska).
601.4628 Blue civil airway No. 28 (Charleston, S. C., to Spartanburg, S. C.).
601.4629 Blue civil airway No. 29 (Raleigh, N. C., to Lynchburg, Va.).
601.4630 Blue civil airway No. 30 (Brownsville, Tex., to Amarillo, Tex.).
601.4631 Blue civil airway No. 31 (New Florence, Mo., to Moline, Ill.).
601.4632 Blue civil airway No. 32 (Pendleton, Oreg., to Fairbanks, Alaska).
601.4633 Blue civil airway No. 33 (Archbold, Ohio, to Detroit, Mich.).
601.4634 Blue civil airway No. 34 (Little Rock, Ark., to Tulsa, Okla.).
601.4635 Blue civil airway No. 35 (Topeka, Kans., to Kirksville, Mo.).
601.4636 Blue civil airway No. 36 (Thurman, Colo., to North Platte, Nebr.).
601.4637 Blue civil airway No. 37 (Casper, Wyo., to Rapid City, S. Dak.).
601.4638 Blue civil airway No. 38 (Annette Island, Alaska, to United States-Canadian Border).
601.4639 Blue civil airway No. 39 (Knoxville, Tenn., to United States-Canadian Border).
601.4640 Blue civil airway No. 40 (Concord, N. H., to Burlington, Vt.).
601.4641 Blue civil airway No. 41 (New York, N. Y., to United States-Canadian Border).
601.4642 Blue civil airway No. 42 (South Bend, Ind., to Battle Creek, Mich.).
601.4643 Blue civil airway No. 43 (Birmingham, Ala., to Nashville, Tenn.).
601.4644 Blue civil airway No. 44 (Advance, Mo., to United States-Canadian Border).
601.4645 Blue civil airway No. 45 (Lake Charles, La., to Baton Rouge, La.).
601.4646 Blue civil airway No. 46 (Los Angeles, Calif., to Oakland, Calif.).
601.4647 Blue civil airway No. 47 (Martinsburg, W. Va., to Philipsburg, Pa.).
601.4648 Blue civil airway No. 48 (New York, N. Y., to New Hackensack, N. Y.).
601.4649 Blue civil airway No. 49 (Atlantic City, N. J., to Philadelphia, Pa.).
601.4650 Blue civil airway No. 50 (Bangor, Maine, to United States-Canadian Border).
601.4651 Blue civil airway No. 51 (Wendover, Utah, to Dubois, Idaho).
601.4652 Blue civil airway No. 52 (Paso Robles, Calif., to Fresno, Calif.).
601.4653 Blue civil airway No. 53 (Providence, R. I., to Hartford, Conn.).
601.4654 Blue civil airway No. 54 (Salinas, Calif., to Hamilton Field, Calif.).
601.4655 Blue civil airway No. 55 (Crestview, Fla., to Montgomery, Ala.).
601.4656 Blue civil airway No. 56 (Elizabeth City, N. C., to Washington, D. C.).
601.4657 Blue civil airway No. 57 (Elko, Nev., to Burley, Idaho).
601.4658 Blue civil airway No. 58 (Sioux Falls, S. Dak., to Watertown, S. Dak.).

Sec.
601.4659 Blue civil airway No. 59 (Pensacola, Fla., to Goodway, Ala.).
601.4660 Blue civil airway No. 60 (Sunnyvale, Calif., to Stockton, Calif.).
601.4661 Blue civil airway No. 61 (Springfield, Mo., to Kansas City, Mo.).
601.4662 Blue civil airway No. 62 (Ypsilanti, Mich., to Flint, Mich.).
601.4663 Blue civil airway No. 63 (Olathe, Kans., to Topeka, Kans.).
601.4664 Blue civil airway No. 64 (Lebo, Kans., to Topeka, Kans.).
601.4665 Blue civil airway No. 65 (Garden City, Kans., to Goodland, Kans.).
601.4666 Blue civil airway No. 66 (Bridgeport, Conn., to Poughkeepsie, N. Y.).
601.4667 Blue civil airway No. 67 (Yuma, Ariz., to Las Vegas, Nev.).

OTHER REPORTING POINTS

601.5001 Other reporting points.

AUTHORITY: §§ 601.1 to 601.5001 issued under secs. 205 (a), 308, 52 Stat. 984, 986; 49 U. S. C. 425 (a), 458. Interpret or apply secs. 301, 302, 307, 52 Stat. 985, 986; 49 U. S. C. 451, 452, 457.

SOURCE: §§ 601.1 to 601.5001 appear at 12 F. R. 4210 as amended by Amendment 3, 12 F. R. 6906, except as noted following sections affected.

GENERAL

§ 601.1 *Basis and purpose.* The basis of this part is found in section 308 of the Civil Aeronautics Act of 1938, as amended (52 Stat. 986, 54 Stat. 1233, 1235, 1236; 49 U. S. C. 458), and in Special Regulation No. 197 of the Civil Aeronautics Board (6 F. R. 6348). The purpose of this part is to designate control areas, airport approach zones, control zones and reporting points in order to provide for the safety of aircraft operating in interstate, overseas, and foreign air commerce.

§ 601.2 *Definitions.* As used in this part:

(a) "Control area" means an airspace of defined dimensions extending upward from an altitude of 700 feet above the surface within which air traffic control is exercised.

(b) [Unassigned.]

(c) "Control zone" means an airspace of defined dimensions extending upward from the surface to include one or more airports and within which rules additional to those governing flight in control areas apply for the protection of air traffic.

(d) "Reporting point" means a geographic location in relation to which the position of an aircraft shall be reported.

[Amdt. 3, 12 F. R. 6906]

CONTROL AREAS

§ 601.9 *Extent of control areas.* Whenever a point prescribed for the purpose of the designation of a control area coincides with a point specified in designating the centerline of an airway, except as provided in §§ 601.10–601.1155, such control area shall include all of the airway within a 10-mile radius of such point.

§ 601.10 *Designation of control areas.* The portions of the Civil Airways described in §§ 601.11–601.1155 are designated as control areas.

GREEN CIVIL AIRWAYS

§ 601.11 *Green civil airway No. 1 control areas (United States-Canadian Border to Forest City, Maine).* All of Green civil airway No. 1.

§ 601.12 *Green civil airway No. 2 control areas (Seattle, Wash., to Boston, Mass.).* All of Green civil airway No. 2.

§ 601.13 *Green civil airway No. 3 control areas (San Francisco, Calif., to New York, N. Y.).* All of Green civil airway No. 3.

§ 601.14 *Green civil airway No. 4 control areas (Los Angeles, Calif, to Philadelphia, Pa.).* All of Green civil airway No. 4.

§ 601.15 *Green civil airway No. 5 control areas (Los Angeles, Calif., to Boston, Mass.).* All of Green civil airway No. 5.

§ 601.16 *Green civil airway No. 6 control areas (Laredo, Tex., to Norfolk, Va.).* All of Green civil airway No. 6.

[Amdt. 1, 12 F. R. 6129]

§ 601.17 *Green civil airway No. 7 control areas (Nome, Alaska, to Fairbanks, Alaska).* From a line extended at right angles across such airway through a point 50 miles west of the Fairbanks, Alaska, radio range station to the Fairbanks, Alaska, radio range station.

§ 601.18 *Green civil airway No. 8 control areas (Attu, Alaska, to Northway, Alaska).* From a line extended at right angles across such airway through a point 25 miles southwest of Port Heiden, Alaska, radio range station to a line extended at right angles across such airway through a point 50 miles northeast of Anchorage, Alaska, radio range station. From a line extended at right angles across such airway through a point 50 miles southwest of the Northway, Alaska, radio range station to the Northway, Alaska, radio range station.

[Amdt. 12, 13 F. R. 5657]

AMBER CIVIL AIRWAYS

§ 601.101 *Amber civil airway No. 1 control areas (United States-Mexican Border to Nome, Alaska).* Those portions of Amber civil airway No. 1 within the limits of the continental United States, and from a line extended at right angles across such airway through a point 50 miles southeast of the Cordova, Alaska, radio range station to a line extended at right angles across such airway through a point 25 miles northwest of the Skwentna, Alaska, radio range station.

[Amdt. 12, 13 F. R. 5657]

§ 601.102 *Amber civil airway No. 2 control areas (Long Beach, Calif., to Point Barrow, Alaska).* Those portions of Amber civil airway No. 2 within the limits of the continental United States; from the Alaska-Canadian Border to the Fairbanks, Alaska, radio range station.

[Amdt. 10, 13 F. R. 4731]

§ 601.103 *Amber civil airway No. 3 control areas (El Paso, Tex., to Great Falls, Mont.).* All of Amber civil airway No. 3.

§ 601.104 *Amber civil airway No. 4 control areas (Brownsville, Tex., to Minot, N. Dak.).* All of Amber civil airway No. 4.

§ 601.105 *Amber civil airway No. 5 control areas (Grand Isle, La., to Milwaukee, Wis.).* All of Amber civil airway No. 5.

[Amdt. 12, 13 F. R. 3657]

§ 601.106 *Amber civil airway No. 6 control areas (Jacksonville, Fla., to United States-Canadian Border).* All of Amber civil airway No. 6.

§ 601.107 *Amber civil airway No. 7 control areas (Key West, Fla., to Caribou, Maine).* All of Amber civil airway No. 7.

§ 601.108 *Amber civil airway No. 8 control areas (Los Angeles, Calif., to The Dalles, Oreg.).* All of Amber civil airway No. 8.

[Amdt. 1, 12 F. R. 6129]

§ 601.109 *Amber civil airway No. 9 control areas (Charleston, S. C., to New York, N. Y.).* All of Amber civil airway No. 9.

[Amdt. 9, 13 F. R. 3813, as amended by Amdt. 15, 7298]

RED CIVIL AIRWAYS

§ 601.201 *Red civil airway No. 1 control areas (Portland, Oreg., to Kansas City, Mo.).* All of Red civil airway No. 1.

[Amdt. 5, 13 F. R. 1227]

§ 601.202 *Red civil airway No. 2 control areas (Butte, Mont., to Rapid City, S. Dak.).* All of Red civil airway No. 2.

§ 601.203 *Red civil airway No. 3 control areas (Philipsburg, Pa., to Hartford, Conn.).* All of Red civil airway No. 3.

§ 601.204 *Red civil airway No. 4 control areas (Otto, N. Mex., to Las Vegas, N. Mex.).* All of Red civil airway No. 4.

§ 601.205 *Red civil airway No. 5 control areas (Sioux Falls, S. Dak., to St. Paul, Minn.).* All of Red civil airway No. 5.

§ 601.206 *Red civil airway No. 6 control areas (Las Vegas, Nev., to Omaha, Nebr.).* All of Red civil airway No. 6.

[Amdt. 12, 13 F. R. 5657]

§ 601.207 *Red civil airway No. 7 control areas (Atlanta, Ga., to Greensboro, N. C.).* All of Red civil airway No. 7.

§ 601.208 *Red civil airway No. 8 control areas (Altoona, Pa., to Wilkes-Barre, Pa.).* All of Red civil airway No. 8.

§ 601.209 *Red civil airway No. 9 control areas (San Diego, Calif., to Winslow, Ariz.).* All of Red civil airway No. 9.

§ 601.210 *Red civil airway No. 10 control areas (Pueblo, Colo., to Charleston, S. C.).* All of Red civil airway No. 10.

[Amdt. 7, 13 F. R. 2649]

§ 601.211 *Red civil airway No. 11 control areas (Tulsa, Okla., to Boston, Mass.).* All of Red civil airway No. 11.

§ 601.212 *Red civil airway No. 12 control areas (Kansas City, Mo., to Detroit, Mich.).* All of Red civil airway No. 12.

§ 601.213 *Red civil airway No. 13 control areas (Sunbury, Pa., to Boston, Mass.).* All of Red civil airway No. 13.

§ 601.214 *Red civil airway No. 14 control areas (Lone Rock, Wis., to Louisville, Ky.).* All of Red civil airway No. 14.

§ 601.215 *Red civil airway No. 15 control areas (Las Vegas, Nev., to Gila Bend, Ariz.).* All of Red civil airway No. 15.

§ 601.216 *Red civil airway No. 16 control areas (Tallahassee, Fla., to Florence, S. C.).* All of Red civil airway No. 16.

[12 F. R. 4210, as amended by Amdt. 18, 14 F. R. 456]

§ 601.217 *Red civil airway No. 17 control areas (Fort Wayne, Ind., to Baltimore, Md.).* All of Red civil airway No. 17.

§ 601.218 *Red civil airway No. 18 control areas (Indianapolis, Ind., to Washington, D. C.).* All of Red civil airway No. 18.

§ 601.219 *Red civil airway No. 19 control areas (Washington, D. C., to Grand Rapids, Mich.).* All of Red civil airway No. 19.

§ 601.220 *Red civil airway No. 20 control areas (Lansing, Mich., to Washington, D. C.)* All of Red civil airway No. 20.

[12 F. R. 4210 as amended by Amdt. 15, 13 F. R. 7298]

§ 601.221 *Red civil airway No. 21 control areas (Pittsburgh, Pa., to Boston, Mass.).* All of Red civil airway No. 21.

[Amdt. 1, 12 F. R. 6129, as amended by Amdt. 22, 14 F. R. 2893]

§ 601.222 *Red civil airway No. 22 control areas (United States-Canadian Border to Buffalo, N. Y.).* All of Red civil airway No. 22.

§ 601.223 *Red civil airway No. 23 control areas (United States-Canadian Border to New York, N. Y.).* All of Red civil airway No. 23 between the intersection of the southeast course of the Toronto, Ontario, Canada, radio range and the United States-Canadian Border and the intersection of the east course of the New York, N. Y. (LaGuardia), radio range and the northeast course of the Mitchel Field, N. Y. (Army), radio range.

[Amdt. 1, 12 F. R. 6129]

§ 601.224 *Red civil airway No. 24 control areas (Amarillo, Tex., to Oklahoma City, Okla.).* All of Red civil airway No. 24.

§ 601.225 *Red civil airway No. 25 control areas (Tallahassee, Fla., to Miami, Fla.)* All of Red civil airway No. 25.

§ 601.226 *Red civil airway No. 26 control areas (Syracuse, N. Y., to Millville, N. J.).* All of Red civil airway No. 26.

[12 F. R. 4210 as amended by Amdt. 17, 13 F. R. 8604]

§ 601.227 *Red civil airway No. 27 control areas (Knoxville, Tenn., to Detroit, Mich.).* All of Red civil airway No. 27 from the Knoxville, Tenn., radio range station to a line extended at right angles across such airway through a point 25 miles northeast of the Knoxville, Tenn., radio range station and from a line extended at right angles across such airway through a point 25 miles southeast of the Lexington, Ky., VHF radio range station to the intersection of the north course of the Toledo, Ohio, radio range and the west course of the Romulus, Mich., radio range.

[Amdt. 12, 13 F. R. 5657]

§ 601.228 *Red civil airway No. 28 control areas (Rockford, Ill., to Detroit, Mich.)* All of Red civil airway No. 28.

[12 F. R. 4210, as amended by Amdt. 22, 14 F. R. 2893]

§ 601.229 *Red civil airway No. 29 control areas (Rochester, N. Y., to Baltimore, Md.).* All of Red civil airway No. 29.

§ 601.230 *Red civil airway No. 30 control areas (Shreveport, La., to Jacksonville, Fla.).* All of Red civil airway No. 30.

[Amdt. 6, 13 F. R. 2257]

§ 601.231 *Red civil airway No. 31 control areas (Denver, Colo., to Minneapolis, Minn.).* All of Red civil airway No. 31.

[Amdt. 6, 13 F. R. 2257]

§ 601.232 *Red civil airway No. 32 control areas (Laredo, Tex., to Houston, Tex.).* All of Red civil airway No. 32.

§ 601.233 *Red civil airway No. 33 control areas (Richmond, Va., to New Hackensack, N. Y.).* All of Red civil airway No. 33.

§ 601.234 *Red civil airway No. 34 control areas (Pulaski, Va., to Elizabeth City, N. C.).* All of Red civil airway No. 34.

[Amdt. 7, 13 F. R. 2649]

§ 601.235 *Red civil airway No. 35 control areas (Pueblo, Colo., to Wichita, Kans.).* All of Red civil airway No. 35.

§ 601.236 *Red civil airway No. 36 control areas (Rochester, Minn., to LaCrosse, Wis.).* All of Red civil airway No. 36.

§ 601.237 *Red civil airway No. 37 control areas (Dallas, Tex., to Washington, D. C.).* All of Red civil airway No. 37.

§ 601.238 *Red civil airway No. 38 control areas (Big Spring, Tex., to San Antonio, Tex.).* All of Red civil airway No. 38.

§ 601.239 *Red civil airway No. 39 control areas (Bethel, Alaska, to Fairbanks, Alaska).* From a line extended at right angles across such airway through a point 25 miles southwest of the Nenana, Alaska, radio range station to the Fairbanks, Alaska, radio range station.

§ 601.240 *Red civil airway No. 40 control areas (Shemya, Alaska, to Anchorage, Alaska).* From a line extended at right angles across such airway through a point 50 miles south of the Homer, Alaska, radio range station to the Anchorage (Merrill), Alaska, radio range station.

[Amdt. 6, 13 F. R. 2257]

§ 601.241 *Red civil airway No. 41 control areas (Yakutat, Alaska, to Gustavus, Alaska).* From a line extended at right angles across such airway through a point 50 miles southwest of the Gustavus, Alaska, radio range station to the Gustavus, Alaska, radio range station.

§ 601.242 *Red civil airway No. 42 control areas (Joliet, Ill., to La Fayette, Ind.).* All of Red civil airway No. 42.

§ 601.243 *Red civil airway No. 43 control areas (Chicago, Ill., to La Fayette, Ind.).* All of Red civil airway No. 43.

§ 601.244 *Red civil airway No. 44 control areas (Bellingham, Wash., to United States-Canadian Border).* All of Red civil airway No. 44.

§ 601.245 *Red civil airway No. 45 control areas (Washington, D. C., to Allentown, Pa.).* All of Red civil airway No. 45.

§ 601.246 *Red civil airway No. 46 control areas (Aberdeen, S. Dak., to Watertown, S. Dak.).* All of Red civil airway No. 46.

[Amdt. 1, 12 F. R. 6129]

§ 601.247 *Red civil airway No. 47 control areas (Tampa, Fla., to Daytona Beach, Fla.).* All of Red civil airway No. 47.

§ 601.248 *Red civil airway No. 48 control areas (Missoula, Mont., to Livingston, Mont.).* All of Red civil airway No. 48.

§ 601.249 *Red civil airway No. 49 control areas (Elko, Nev., to Fort Bridger, Wyo.).* All of Red civil airway No. 49.

§ 601.250 *Red civil airway No. 50 control areas (Galena, Alaska, to Fairbanks, Alaska.).* No control area designation.

[Amdt. 7, 13 F. R. 2649]

§ 601.251 *Red civil airway No. 51 control areas (El Paso, Tex., to United States-Mexican Border).* No control area designation.

[Amdt. 6, 13 F. R. 2257]

§ 601.252 *Red civil airway No. 52 control areas (Memphis, Tenn., to Birmingham, Ala.).* All of Red civil airway No. 52.

§ 601.253 *Red civil airway No. 53 control areas (Joplin, Mo., to Springfield, Mo.).* All of Red civil airway No. 53.

[Amdt. 15, 13 F. R. 7298]

§ 601.254 *Red civil airway No. 54 control areas (Burley, Idaho, to Salt Lake City, Utah).* All of Red civil airway No. 54.

§ 601.255 *Red civil airway No. 55 control areas (Burlington, Iowa, to Columbus, Ohio).* All of Red civil airway No. 55.

[12 F. R. 4210, as amended by Amdt. 22, 14 F. R. 2893]

§ 601.256 *Red civil airway No. 56 control areas (Red Bluff, Calif., to Whitmore, Calif.).* All of Red civil airway No. 56.

[Amdt. 1, 12 F. R. 6129]

§ 601.257 *Red civil airway No. 57 control areas (Moline, Ill., to Youngstown, Ohio).* All of Red civil airway No. 57.

[12 F. R. 4210, as amended by Amdt. 22, 14 F. R. 2893]

§ 601.258 *Red civil airway No. 58 control areas (Salinas, Calif., to Hollister, Calif.).* All of Red civil airway No. 58.

[Amdt. 4, 12 F. R. 8044]

§ 601.259 *Red civil airway No. 59 control areas (Gage, Okla., to Oklahoma City, Okla.).* All of Red civil airway No. 59.

[12 F. R. 4210, as amended by Amdt. 17, 13 F. R. 8604, Amdt. 22, 14 F. R. 2893]

§ 601.260 *Red civil airway No. 60 control areas (San Jose, Calif., to Stockton, Calif.).* All of Red civil airway No. 60.

[Amdt. 4, 12 F. R. 8044]

§ 601.261 *Red civil airway No. 61 control areas (Pittsburgh, Pa., to Washington, D. C.).* All of Red civil airway No. 61.

§ 601.262 *Red civil airway No. 62 control areas (Lansing, Mich., to Pittsburgh, Pa.).* All of Red civil airway No. 62.

[Amdt. 1, 12 F. R. 6129, as amended by Amdt. 22, 14 F. R. 2893]

§ 601.263 *Red civil airway No. 63 control areas (Battle Creek, Mich., to the United States-Canadian Border).* All of Red civil airways No. 63.

[Amdt. 4, 12 F. R. 8044]

§ 601.264 *Red civil airway No. 64 control areas (United States-Canadian Border to Annette Island, Alaska).* From the United States-Canadian Border to the Annette Island, Alaska, radio range station.

[Amdt. 5, 13 F. R. 1227]

§ 601.265 *Red civil airway No. 65 control areas (Oceanside, Calif., to Blythe, Calif.)* No control area designation.

[Amdt. 6, 13 F. R. 2257]

§ 601.266 *Red civil airway No. 66 control areas (Santa Barbara, Calif., to Los Angeles, Calif.).* All of Red civil airway No. 66.

[Amdt. 5, 13 F. R. 1227]

§ 601.267 *Red civil airway No. 67 control areas (Crestview, Fla., to Dotham, Ala.)* All of Red civil airway No. 67.

[Amdt. 5, 13 F. R. 1227]

§ 601.268 *Red civil airway No. 68 control areas (El Paso, Tex., to Shreveport, La.).* All of Red civil airway No. 68.

[Amdt. 7, 13 F. R. 2649, as amended by Amdt. 22, 14 F. R. 2893]

§ 601.269 *Red civil airway No. 69 control areas (El Paso, Tex., to Big Spring, Tex.).* All of Red civil airway No. 69.

[Amdt. 7, 13 F. R. 2649]

§ 601.270 *Red civil airway No. 70 control areas (Midland, Tex., to Oklahoma City, Okla.).* All of Red civil airway No. 70.

[Amdt. 10, 13 F. R. 4731 as amended by Amdt. 17, 13 F. R. 8604]

§ 601.271 *Red civil airway No. 71 control areas (Lubbock, Tex., to Wichita Falls, Tex.).* All of Red civil airway No. 71.

[Amdt. 10, 13 F. R. 4731]

§ 601.272 *Red civil airway No. 72 control areas (Millvale, N. J., to Newark, N. J.).* All of Red civil airway No. 72.

[Amdt. 10, 13 F. R. 4731]

§ 601.273 *Red civil airway No. 73 control areas (Baltimore, Md., to Millville, N. J.).* All of Red civil airway No. 73.

[Amdt. 10, 13 F. R. 4731]

§ 601.274 *Red civil airway No. 74 control areas (Louisville, Ky., to Cincinnati, Ohio.)* All of Red civil airway No. 74.

[Amdt. 10, 13 F. R. 4731]

§ 601.275 *Red civil airway No. 75 control areas (United States-Canadian Border, Vancouver, B. C., to United States-Canadian Border, Abbotsford, B. C.).* All of Red civil airway No. 75.

[Amdt. 15, 13 F. R. 7298]

§ 601.276 *Red civil airway No. 76 control areas (Williams, Calif., to Auburn, Calif.).* All of Red civil airway No. 76.

[Amdt. 16, 13 F. R. 7400]

§ 601.277 *Red civil airway No. 77 control areas (Richmond, Va., to Millville, N. J.).* All of Red civil airway No. 77.

[Amdt. 15, 13 F. R. 7298]

§ 601.278 *Red civil airway No. 78 control areas (Medford, Oreg., to Klamath Falls, Oreg.).* All of Red civil airway No. 78.

[Amdt. 17, 13 F. R. 8604]

§ 601.279 *Red civil airway No. 79 control areas (Port Angeles, Wash., to Everett, Wash.).* All of Red civil airway No. 79.

[Amdt. 17, 13 F. R. 8605]

§ 601.280 *Red civil airway No. 80 control areas (Lewistown, Mont., to Miles City, Mont.).* All of Red civil airway No. 80.

[Amdt. 17, 13 F. R. 8605]

§ 601.281 *Red civil airway No. 81 control areas (Parkersburg, W. Va., to Elkins, W. Va.).* All of Red civil airway No. 81.

[Amdt. 17, 13 F. R. 8605]

§ 601.282 *Red civil airway No. 82 control areas (Skwentna, Alaska, to Anchorage, Alaska).* All of Red civil airway No. 82.

[Amdt. 18, 14 F. R. 456]

§ 601.283 *Red civil airway No. 83 control areas (Tucson, Ariz., to Rodeo, N. Mex.).* All of Red civil airway No. 83.

[Amdt. 22, 14 F. R. 2894]

§ 601.284 *Red civil airway No. 84 control areas (New Orleans, La., to Biloxi, Miss.).* All of Red civil airway No. 84.

[Amdt. 22, 14 F. R. 2894]

§ 601.285 *Red civil airway No. 85 control areas (Dayton, Ohio, to Mansfield, Ohio).* All of Red civil airway No. 85.

[Amdt. 22, 14 F. R. 2894]

BLUE CIVIL AIRWAYS

§ 601.601 *Blue civil airway No. 1 control areas (Pendleton, Oreg., to Spokane, Wash.).* All of Blue civil airway No. 1.

§ 601.602 *Blue civil airway No. 2 control areas (Birmingham, Ala., to Erie, Pa.).* All of Blue civil airway No. 2.

§ 601.603 *Blue civil airway No. 3 control areas (Tallahassee, Fla., to La Fayette, Ind.).* All of Blue civil airway No. 3.

[Amdt. 14, 13 F. R. 6147]

§ 601.604 *Blue civil airway No. 4 control areas (Nantucket, Mass., to United States-Canadian Border).* All of Blue civil airway No. 4.

[12 F. R. 4210, as amended by Amdt. 22, 14 F. R. 2894]

§ 601.605 *Blue civil airway No. 5 control areas (Galveston, Tex., to Salina, Kans.).* All of Blue civil airway No. 5.

[12 F. R. 4210, as amended by Amdt. 22, 14 F. R. 2894]

§ 601.606 *Blue civil airway No. 6 control areas (Abilene, Tex., to Muskegon, Mich.).* All of Blue civil airway No. 6.

§ 601.607 *Blue civil airway No. 7 control areas (Paso Robles, Calif., to Williams, Calif.).* All of Blue civil airway No. 7.

[Amdt. 1, 12 F. R. 6129, as amended by Amdt. 16, 13 F. R. 7400]

§ 601.608 *Blue civil airway No. 8 control areas (Fargo, N. Dak., to United States-Canadian Border).* All of Blue civil airway No. 8.

§ 601.609 *Blue civil airway No. 9 control areas (Columbia, Mo., to United States-Canadian Border).* All of Blue civil airway No. 9.

§ 601.610 *Blue civil airway No. 10 control areas (Fresno, Calif., to Williams, Calif.).* All of Blue civil airway No. 10.

§ 601.611 *Blue civil airway No. 11 control areas (Cleveland, Ohio, to Niagara Falls, N. Y.).* All of Blue civil airway No. 11.

§ 601.612 *Blue civil airway No. 12 control areas (The Dalles, Oreg., to Ellensburg, Wash.).* All of Blue civil airway No. 12.

§ 601.613 *Blue civil airway No. 13 control areas (Houston, Tex., to Minneapolis, Minn.).* All of Blue civil airway No. 13 from the Houston, Tex., radio range station to a line extended at right angles across such airway through a point 25 miles northeast of the Houston, Tex., radio range station; from a line extended at right angles across such airway through a point 25 miles southwest of the Shreveport, La., radio range station to the intersection of the northwest course of the Shreveport, La., radio range and the southeast course of the Texarkana, Ark., radio range; from the Texarkana, Ark., radio range station to a line extended at right angles across such airway through a point 25 miles north of the Texarkana, Ark., radio range; from the intersection of the northeast course of the Tulsa, Okla., radio range and the south course of the Joplin, Mo., radio range to the Kansas City, Mo., radio range station.

[12 F. R. 4210, as amended by Amdt. 22, 14 F. R. 2894]

§ 601.614 *Blue civil airway No. 14 control areas (El Centro, Calif., to Sacramento, Calif.).* All of Blue civil airway No. 14.

[Amdt. 4, 12 F. R. 8044]

§ 601.615 *Blue civil airway No. 15 control areas (Huntington, W. Va., to Erie, Pa.).* All of Blue civil airway No. 15.

[12 F. R. 4210 as amended by Amdt. 17, 13 F. R. 8605]

§ 601.616 *Blue civil airway No. 16 control areas (Dillon, Mont., to Helena, Mont.).* All of Blue civil airway No. 16.

§ 601.617 *Blue civil airway No. 17 control areas (Millinocket, Maine, to Presque*

Isle, Maine). All of Blue civil airway No. 17.

§ 601.618 *Blue civil airway No. 18 control areas (Philadelphia, Pa., to Burlington, Vt.).* All of Blue civil airway No. 18.

§ 601.619 *Blue civil airway No. 19 control areas (Miami, Fla., to Orlando, Fla.).* All of Blue civil airway No. 19.

[Amdt. 13, 13 F. R. 6045]

§ 601.620 *Blue civil airway No. 20 control areas (Atlantic City, N. J., to Allentown, Pa.).* All of Blue civil airway No. 20.

[12 F. R. 4210 as amended by Amdt. 15, 13 F. R. 7298]

§ 601.621 *Blue civil airway No. 21 control areas (Charleston, W. Va., to Erie, Pa.).* All of Blue civil airway No. 21.

[12 F. R. 4210 as amended by Amdt. 17, 13 F. R. 8605]

§ 601.622 *Blue civil airway No. 22 control areas (Memphis, Tenn., to Wichita, Kans.).* All of Blue civil airway No. 22 from the intersection of the southwest course of the Memphis, Tenn., radio range and the southeast course of the Little Rock, Ark., radio range to a line extended at right angles across such airway through a point 25 miles northwest of the Little Rock, Ark., radio range station; from a line extended at right angles across such airway through a point 25 miles southeast of the Tulsa, Okla., radio range station to the intersection of the northwest course of the Tulsa, Okla., radio range and the southeast course of the Wichita, Kans., radio range.

§ 601.623 *Blue civil airway No. 23 control areas (Detroit, Mich., to Flint, Mich.).* All of Blue civil airway No. 23.

§ 601.624 *Blue civil airway No. 24 control areas (El Centro, Calif., to Riverside, Calif.).* All of Blue civil airway No. 24.

[Amdt. 1, 12 F. R. 6130]

§ 601.625 *Blue civil airway No. 25 control areas (Cordova, Alaska, to Big Delta, Alaska).* From the Cordova, Alaska, radio range station to a line extended at right angles across such airway through a point 25 miles northeast of the Cordova, Alaska, radio range station, and from a line extended at right angles across such airway through a point 50 miles south of the Big Delta, Alaska, radio range station, to the Big Delta, Alaska, radio range station.

[Amdt. 12, 13 F. R. 5654]

§ 601.626 *Blue civil airway No. 26 control areas (Anchorage, Alaska, to Nenana, Alaska).* From the Anchorage, Alaska, radio range station to a line extended at right angles across such airway through a point 50 miles north of the radio range station, and from the intersection of the northeast course of the Summit, Alaska, radio range and the southeast course of the Nenana, Alaska, radio range to the Nenana, Alaska, radio range station.

[Amdt. 7, 13 F. R. 2649]

§ 601.627 *Blue civil airway No. 27 control areas (Kodiak, Alaska, to Kotzebue, Alaska).* From a line extended at right angles across such airway through a point 50 miles southeast of Naknek, Alaska, radio range station to a line extended at right angles across such airway through a point 50 miles northwest of the Naknek, Alaska, radio range station.

[Amdt. 8, 13 F. R. 3580]

§ 601.628 *Blue civil airway No. 28 control areas (Charleston, S. C., to Spartanburg, S. C.).* All of Blue civil airway No. 28.

[Amdt 5, 13 F. R. 1227]

§ 601.629 *Blue civil airway No. 29 control areas (Raleigh, N. C., to Lynchburg, Va.).* All of Blue civil airway No. 29.

§ 601.630 *Blue civil airway No. 30 control areas (Brownsville, Tex., to Big Spring, Tex.).* All of Blue civil airway No. 30.

§ 601.631 *Blue civil airway No. 31 control areas (New Florence, Mo., to Moline, Ill.).* All of Blue civil airway No. 31.

[12 F. R. 4210, as amended by Amdt. 22, 14 F. R. 2894]

§ 601.632 *Blue civil airway No. 32 control areas (Pendleton, Oreg., to Fairbanks, Alaska).* From the Pendleton, Oreg., radio range station to the United States-Canadian Border and from the Skwentna, Alaska, radio range station to a line extended at right angles across such airway through a point 25 miles northeast of the radio range station.

[Amdt. 15, 13 F. R. 7298]

§ 601.633 *Blue civil airway No. 33 control areas (Archbold, Ohio, to Detroit, Mich.).* All of Blue civil airway No. 33.

[12 F. R. 4210, as amended by Amdt. 17, 13 F. R. 8605]

§ 601.634 *Blue civil airway No. 34 control areas (Little Rock, Ark., to Tulsa, Okla.).* All of Blue civil airway No. 34 from a line extended at right angles across such airway through a point 25 miles southeast of the Tulsa, Okla., radio range station to the Tulsa, Okla., radio range station.

§ 601.635 *Blue civil airway No. 35 control areas (Topeka, Kans., to Kirksville, Mo.).* All of Blue civil airway No. 35.

[Amdt. 7, 13 F. R. 2649, as amended by Amdt. 22, 14 F. R. 2894]

§ 601.636 *Blue civil airway No. 36 control areas (Thurman, Colo., to North Platte, Nebr.).* All of Blue civil airway No. 36.

[12 F. R. 4210, as amended by Amdt. 22, 14 F. R. 2894]

§ 601.637 *Blue civil airway No. 37 control areas (Casper, Wyo., to Rapid City, S. Dak.).* All of Blue civil airway No. 37.

§ 601.638 *Blue civil airway No. 38 control areas (Annette Island, Alaska, to United States-Canadian Border).* From the intersection of the south course of the Annette Island, Alaska, radio range and the United States-Canadian Border to a line extended across such airway through a point 50 miles north of the Annette Island, Alaska, radio range station. From a line extended at right angles across such airway through a point 50 miles southeast of the Gustavus, Alaska, radio range station to the United States-Canadian Border.

[Amdt. 10, 13 F. R. 4731]

§ 601.639 *Blue civil airway No. 39 control areas (Knoxville, Tenn., to United States-Canadian Border).* All of Blue civil airway No. 39 from the Tri-City, Tenn., radio range station to a line extended at right angles across such airway through a point 25 miles northeast of the Tri-City, Tenn., radio range station; from a line extended at right angles across such airway through a point 25 miles south of the Charleston, W. Va., radio range to the Charleston, W. Va., radio range station; from the intersection of the west course of the Elkins, W. Va., radio range and the southwest course of the Morgantown, Pa., radio range to the United States-Canadian Border.

[Amdt. 1, 12 F. R. 6130]

§ 601.640 *Blue civil airway No. 40 control areas (Concord, N. H., to Burlington Vt.).* All of Blue civil airway No. 40.

§ 601.641 *Blue civil airway No. 41 control areas (New York, N. Y., to United States-Canadian Border).* All of Blue civil airway No. 41.

§ 601.642 *Blue civil airway No. 42 control areas (South Bend, Ind., to Battle Creek, Mich.).* All of Blue civil airway No. 42.

§ 601.643 *Blue civil airway No. 43 control areas (Birmingham, Ala., to Nashville, Tenn.).* No control area designation.

[Amdt. 5, 13 F. R. 1227]

§ 601.644 *Blue civil airway No. 44 control areas (Advance, Mo., to United States-Canadian Border).* All of Blue civil airway No. 44 from the Advance, Mo., radio range station to a line extended at right angles across such airway through a point 25 miles east of the Advance, Mo., radio range station; from a line extended at right angles across such airway through a point 50 miles southwest of the Evansville, Ind., radio range station to the United States-Canadian Border.

[Amdt. 22, 14 F. R. 2894]

§ 601.645 *Blue civil airway No. 45 control areas (Lake Charles, La., to Baton Rouge, La.).* All of Blue civil airway No. 45.

[Amdt. 12, 13 F. R. 5657]

§ 601.646 *Blue civil airway No. 46 control areas (Los Angeles, Calif., to Oakland, Calif.).* No control area designation.

[Amdt. 5, 13 F. R. 1227]

§ 601.647 *Blue civil airway No. 47 control areas (Martinsburg, W. Va., to Philipsburg, Pa.).* All of Blue civil airway No. 47.

§ 601.648 *Blue civil airway No. 48 control areas (New York, N. Y., to New Hackensack, N. Y.).* All of Blue civil airway No. 48.

§ 601.649 *Blue civil airway No. 49 control areas (Atlantic City, N. J., to Phila-*

delphia, Pa.). All of Blue civil airway No. 49.

[12 F. R. 4210, as amended by Amdt. 18, 14 F. R. 456]

§ 601.650 *Blue civil airway No. 50 control areas (Bangor, Maine, to United States-Canadian Border).* All of Blue civil airway No. 50 between the intersection of the northeast course of the Bangor, Maine, radio range and the southwest course of the Pennfield Ridge, New Brunswick, Canada, radio range and the intersection of the southwest course of the Pennfield Ridge, New Brunswick, Canada, radio range and the United States-Canadian Border.

[Amdt. 1, 12 F. R. 6130]

§ 601.651 *Blue civil airway No. 51 control areas (Wendover, Utah, to Dubois, Idaho).* All of Blue civil airway No. 51.

[Amdt. 4, 12 F. R. 8044, as amended by Amdt. 17, 13 F. R. 8605]

§ 601.652 *Blue civil airway No. 52 control area (Paso Robles, Calif., to Fresno, Calif.).* All of Blue civil airway No. 52.

[Amdt. 4, 12 F. R. 8044]

§ 601.653 *Blue civil airway No. 53 control areas (Providence, R. I., to Hartford, Conn.).* All of Blue civil airway No. 53.

[Amdt. 5, 13 F. R. 1228]

§ 601.654 *Blue civil airway No. 54 control areas (Salinas, Calif., to Hamilton Field, Calif.).* All of Blue civil airway No. 54.

[Amdt. 5, 13 F. R. 1225, as amended by Amdt. 16, 13 F. R. 7400]

§ 601.655 *Blue civil airway No. 55 control areas (Crestview, Fla., to Montgomery, Ala.).* All of Blue civil airway No. 55.

[Amdt. 6, 13 F. R. 2257]

§ 601.656 *Blue civil airway No. 56 control areas (Elizabeth City, N. C., to Washington, D. C.).* All of Blue civil airway No. 56.

[Amdt. 7, 13 F. R. 2649, as amended by Amdt. 15, 13 F. R. 7298]

§ 601.657 *Blue civil airway No. 57 control areas (Elko, Nev., to Burley, Idaho).* All of Blue civil airway No. 57.

[Amdt. 10, 13 F. R. 4731]

§ 601.658 *Blue civil airway No. 58 control areas (Sioux Falls, S. Dak., to Watertown, S. Dak.).* All of Blue civil airway No. 58.

[Amdt. 12, 13 F. R. 5657]

§ 601.659 *Blue civil airway No. 59 control areas (Pensacola, Fla., to Goodway, Ala.).* All of Blue civil airway No. 59.

[Amdt. 14, 13 F. R. 6147]

§ 601.660 *Blue civil airway No. 60 control areas (Sunnyvale, Calif., to Stockton, Calif.).* All of Blue civil airway No. 60.

[Amdt. 17, 13 F. R. 8605]

§ 601.661 *Blue civil airway No. 61 control areas (Springfield, Mo., to Kansas City, Mo.).* All of Blue civil airway No. 61.

[Amdt. 17, 13 F. R. 8605]

§ 601.662 *Blue civil airway No. 62 control areas (Ypsilanti, Mich., to Flint, Mich.).* All of Blue civil airway No. 62.

[Amdt 17, 13 F. R. 8605]

§ 601.663 *Blue civil airway No. 63 control areas (Olathe, Kans., to Topeka, Kans.).* All of Blue civil airway No. 63.

[Amdt. 22, 14 F. R. 2894]

§ 601.664 *Blue civil airway No. 64 control areas (Lebo, Kans., to Topeka, Kans.).* All of Blue civil airway No. 64.

[Amdt. 22, 14 F. R. 2894]

§ 601.665 *Blue civil airway No. 65 control areas (Garden City, Kans., to Goodland, Kans.).* All of Blue civil airway No. 65.

[Amdt. 22, 14 F. R. 2894]

§ 601.666 *Blue civil airway No. 66 control areas (Bridgeport, Conn., to Poughkeepsie, N. Y.).* All of Blue civil airway No. 66.

[Amdt. 22, 14 F. R. 2894]

§ 601.667 *Blue civil airway No. 67 control areas (Yuma, Ariz., to Las Vegas, Nev.).* All of Blue civil airway No. 67.

[Amdt. 22, 14 F. R. 2894]

CONTROL AREA EXTENSIONS

§ 601.1001 *Control area extension (Abilene, Tex.).* From the Abilene, Tex., radio range station, extending within five miles on either side of the center line of the on course signal of the north course of the Abilene radio range, to a point 20 miles north of the radio range station.

§ 601.1002 *Control area extension (Austin, Tex.).* From the Austin, Tex., radio range station, extending within five miles on either side of the center line of the on course signal of the northwest course of the Austin radio range, to a point 20 miles northwest of the radio range station.

§ 601.1003 *Control area extension (Beaumont, Tex.).* From the Beaumont, Tex., radio range station, extending within five miles on either side of the center line of the on course signal of the north course of the Beaumont, radio range, to a point 20 miles north of the radio range station.

§ 601.1004 *Control area extension (Brownsville, Tex.).* From the Brownsville, Tex., radio range station, extending within five miles on either side of the center line of the on course signal of the north course of the Brownsville radio range, to a point 30 miles north of the radio range station.

§ 601.1005 *Control area extension (Jacksonville, Fla.).* From the Jacksonville, Fla., radio range station extending 4 miles north and 5 miles south of the east course of the Jacksonville, Fla., radio range to a point 10 miles east of the radio range station, and extending 5 miles either side of the ILS localizer course to a point 10.5 miles southwest of the ILS outer marker excluding that portion which lies south of Latitude 30°16'45".

[Amdt. 8, 13 F. R. 3580]

§ 601.1006 *Control area extension (Lake Charles, La.).* From the Lake Charles, La., radio range station, extending within 5 miles on either side of the center line of the on course signal of the south course of the Lake Charles radio range, to a point 20 miles south of the radio range station.

§ 601.1007 *Control area extension (Laredo, Tex.).* From the Laredo, Tex., radio range station, extending within five miles on either side of the center line of the on course signal of the northwest course of the Laredo radio range, to a point 20 miles northwest of the radio range station.

§ 601.1008 *Control area extension (Savannah, Ga.).* From the Savannah, Ga., radio range station, extending within five miles on either side of the center line of the on course signal of the southwest course of the Savannah radio range, to a point 30 miles southwest of the radio range station.

§ 601.1009 *Control area extension (Augusta, Ga.).* From the Augusta, Ga., radio range station, extending within five miles on either side of the center line of the on course signal of the southwest course of the Augusta radio range, to a point 20 miles southwest of the radio range station.

§ 601.1010 *Control area extension (Charlotte, N. C.).* From the Charlotte, N. C., radio range station, extending within five miles on either side of the center line of the on course signal of the south course of the Charlotte radio range, to a point 20 miles south of the radio range station.

§ 601.1011 *Control area extension (Daytona Beach, Fla.).* From the Daytona Beach, Fla., radio range station, extending within five miles on either side of the center line of the on course signal of the west course of the Daytona Beach radio range, to a point 20 miles west of the radio range station.

§ 601.1012 *Control area extension (Florence, S. C.).* From the Florence, S. C., radio range station, extending within five miles on either side of the center line of the on course signal of the east course of the Florence radio range, to a point 20 miles east of the radio range station.

§ 601.1013 *Control area extension (Fort Myers, Fla.).* From the Fort Myers, Fla., radio range station, extending within five miles on either side of the center line of the on course signal of the southwest course of the Fort Myers radio range, to a point 20 miles southwest of the radio range station.

§ 601.1014 *Control area extension (Greenville, S. C.).* From the Greenville, S. C., radio range station, extending within five miles on either side of the center line of the on course signal of the north course of the Greenville radio range, to a point 20 miles north of the radio range station, and extending within five miles on either side of the center line of the on course signal of the south course of the Greenville radio range, to a point 20 miles south of the radio range station.

§ 601.1015 *Control area extension (Greenwood, Miss.).* From the Greenwood, Miss., radio range station, extending within five miles on either side of the center line of the on course signal of the east course of the Greenwood radio range, to a point 20 miles east of the radio range station.

§ 601.1016 *Control area extension (Jack's Creek, Tenn.).* From the Jack's Creek, Tenn., radio range station, extending within five miles on either side of the center line of the on course signal of the north course of the Jack's Creek radio range, to a point 20 miles north of the radio range station.

§ 601.1017 *Control area extension (Reading, Pa.).* From the Reading, Pa., ILS localizer extending 5 miles either side of the localizer course to its intersection with the east course of the Harrisburg, Pa., radio range.

[Amdt. 17, 13 F. R. 8605]

§ 601.1018 *Control area extension (Meridian, Miss.).* From the Meridian, Miss., radio range station extending 5 miles either side of the north course of the Meridian, Miss., radio range to a point 20 miles north of the radio range station and extending from the ILS localizer 5 miles either side of the localizer course to a point 30 miles south of the ILS localizer.

[Amdt. 8, 13 F. R. 3580]

§ 601.1019 *Control area extension (Nashville, Tenn.).* From the Nashville, Tenn., radio range station extending 5 miles either side of the northeast course of the radio range to a point 30 miles northeast of the radio range station, and from the ILS localizer extending 5 miles either side of the localized course to a point 30 miles south of the ILS localizer.

[Amdt. 19, 14 F. R. 778]

§ 601.1020 *Control area extension (Smithville, Tenn.).* From the Smithville, Tenn., radio range station, extending within five miles on either side of the center line of the on course signal of the north course of the Smithville radio range, to a point 20 miles north of the radio range station.

§ 601.1021 *Control area extension (Tampa, Fla.).* From the Tampa, Fla., radio range station, extending within five miles on either side of the center line of the on course signal of the southwest course of the Tampa radio range, to a point 20 miles southwest of the radio range station.

§ 601.1022 *Control area extension (West Palm Beach, Fla.).* From the West Palm Beach, Fla., radio range station, extending within five miles on either side of the center line of the on course signal of the west course of the West Palm Beach radio range, to a point 20 miles west of the radio range station.

§ 601.1023 *Control area extension (Akron, Colo.).* From the Akron, Colo., radio range station, extending within five miles on either side of the center line of the on course signal of the north course of the Akron radio range, to a point 20 miles north of the radio range station.

§ 601.1024 *Control area extension (Burlington, Iowa).* From the Burlington, Iowa, radio range station, extending within five miles on either side of the center line of the on course signal of the south course of the Burlington radio range, to a point 20 miles south of the range station.

§ 601.1025 *Control area extension (New Orleans, La.).* All that area within a 25 mile radius of the New Orleans, La., radio range station (located in the southeast quadrant) bounded by the southern limits of Green civil airway No. 6 and the eastern limits of Amber civil airway No. 5.

[Amdt. 22, 14 F. R. 2894]

§ 601.1026 *Control area extension (Grand Island, Nebr.).* From the Grand Island, Nebr., radio range station, extending within five miles on either side of the center line of the on course signal of the north course of the Grand Island radio range, to a point 20 miles north of the radio range station.

§ 601.1027 *Control area extension (Kansas City, Mo.).* From the Kansas City, Mo., Municipal Airport, extending within five miles on either side of the center line of the on course signal of the north course of the Instrument Landing System localizer (bearing 171° magnetic toward the airport), to a point 20 miles north of the Kansas City Municipal Airport.

§ 601.1028 *Control area extension (Monroe, La.).* From the Monroe, La., radio range station extending 5 miles either side of the southwest course of the radio range to a point 20 miles southwest of the radio range station.

[Amdt. 22, 14 F. R. 2894]

§ 601.1029 *Control area extension (La Junta, Colo.).* From the La Junta, Colo., radio range station, extending within five miles on either side of the center line of the on course signal of the northeast course of the La Junta radio range, to a point 20 miles northeast of the radio range station.

§ 601.1030 *Control area extension (Lebo, Kans.).* From the Lebo, Kans., radio range station, extending within five miles on either side of the center line of the on course signal of the southeast course of the Lebo radio range, to a point 20 miles southeast of the radio range station.

§ 601.1031 *Control area extension (North Platte, Nebr.).* From the North Platte, Nebr., radio range station, extending within five miles on either side of the center line of the on course signal of the south course of the North Platte radio range, to a point 20 miles south of the radio range station.

§ 601.1032 *Control area extension (Scottsbluff, Nebr.).* From the Scottsbluff, Nebr., radio range station, extending within five miles on either side of the center line of the on course signal of the southeast course of the Scottsbluff radio range, to a point 20 miles southeast of the radio range station.

§ 601.1033 *Control area extension (St. Joseph, Mo.).* From the St. Joseph, Mo., radio range station extending 5 miles either side of the north course of the St. Joseph, Mo., radio range to a point 20 miles north of the radio range station, and extending 5 miles either side of the south course of the St. Joseph, Mo., radio range to a point 20 miles south of the radio range station.

[Amdt. 6, 13 F. R. 2257]

§ 601.1034 *Control area extension (Springfield, Mo.).* From the Springfield, Mo., radio range station extending 5 miles either side of the southeast course of the Springfield, Mo., radio range to a point 25 miles from the radio range station.

[Amdt. 17, 13 F. R. 8605]

§ 601.1035 *Control area extension (Little Rock, Ark.).* From the Little Rock, Ark., radio range station extending 5 miles either side of the northeast course of the radio range to a point 25 miles northeast of the radio range station.

[Amdt 19, 14 F. R. 778]

§ 601.1036 *Control area extension (Vichy, Mo.).* From the Vichy, Mo., radio range station, extending within 5 miles on either side of the center line of the on course signal of the southeast course of the Vichy radio range, to a point 20 miles southeast of the radio range station.

§ 601.1037 *Control area extension (Pensacola, Fla.).* From the Pensacola, Fla., radio range station extending 5 miles either side of the south course of the radio range to a point 20 miles south of the radio range station.

[Amdt. 22, 14 F. R. 2894]

§ 601.1038 *Control area extension (Great Falls, Mont.).* From the Great Falls, Mont., radio range station, extending within 5 miles on either side of the center line of the on course signal of the northeast course of the Great Falls radio range, to a point 30 miles northeast of the radio range station.

§ 601.1039 *Control area extension (Portland, Oreg.).* From the Portland, Oreg., radio range station extending 5 miles either side of the west course of the radio range to a point 30 miles west of the radio range station, and extending 5 miles either side of the ILS localizer course to a point 20 miles northwest of the ILS localizer.

[Amdt. 17, 13 F. R. 8605]

§ 601.1040 *Control area extension (Medford, Oreg.).* From the Medford, Oreg., radio range station, extending within 5 miles on either side of the center line of the on course signal of the west course of the Medford radio range, to a point 20 miles west of the radio range station.

§ 601.1041 *Control area extension (Boise, Idaho).* From the Boise, Idaho, radio range station, extending within 5 miles on either side of the center line of the on course signal of the southwest course of the Boise radio range, to a point 20 miles southwest of the radio range station.

§ 601.1042 *Control area extension (Cincinnati, Ohio).* From the Cincinnati, Ohio, radio range station extending 5 miles either side of the northeast course of the Cincinnati, Ohio, radio range to the 84th meridian of west longitude.

[Amdt. 12, 13 F. R. 5657]

§ 601.1043 *Control area extension (Bowling Green, Ky.).* From the Bowling Green, Ky., radio range station, extending within 5 miles on either side of the center line of the on course signal

of the southeast course of the Bowling Green radio range, to a point 20 miles southeast of the radio range station.

§ 601.1044 *Control area extension (Ypsilanti, Mich.).* From the Willow Run Airports, Ypsilanti, Mich., ILS localizer extending 5 miles either side of the localizer course to a point 20 miles southwest of the ILS outer marker.

[Amdt. 5, 13 F. R. 1222]

§ 601.1045 *Control area extension (Presque Isle, Maine).* From the Presque Isle, Maine, radio range station, within 5 miles either side of the center line of the south course of the Presque Isle radio range, extending 20 miles south of the Presque Isle, Maine, radio range station.

§ 601.1046 *Control area extension (Montpelier, Vt.).* From the Montpelier, Vt., radio range station, within 5 miles either side of the center line of the northeast course of the Montpelier, Vt., radio range, extending 20 miles northeast of the Montpelier, Vt., radio range station.

§ 601.1047 *Control area extension (Bangor, Maine).* From the Bangor, Maine, radio range station within 5 miles either side of the center line of the northwest course of the Bangor, Maine, radio range, extending 30 miles northwest of the Bangor, Maine, radio range station and within 5 miles either side of the center line of the southeast course of the Bangor, Maine, radio range, extending 10 miles southeast of Dow Field.

§ 601.1048 *Control area extension (Syracuse, N. Y.).* From the Syracuse, N. Y., radio range station, within 5 miles either side of the center line of the north course of the Syracuse, N. Y., radio range, extending 20 miles north of the Syracuse, N. Y., radio range station.

§ 601.1049 *Control area extension (Utica, N. Y.).* From the Utica, N. Y., radio range station, within 5 miles either side of the center line of the northwest course of the Utica, N. Y., radio range, extending 20 miles northwest of the Utica, N. Y., radio range station.

§ 601.1050 *Control area extension (Bakersfield, Calif.).* From the Bakersfield, Calif., radio range station extending within 5 miles either side of the southwest course of the Bakersfield, Calif., radio range to a point 25 miles southwest of the radio range station.

[Amdt. 5, 13 F. R. 1228]

§ 601.1051 *Control area extension (Portland, Maine).* From the Portland, Maine, radio range station, within 5 miles either side of the center line of the northwest course of the Portland, Maine, radio range extending 20 miles northwest of the Portland, Maine, radio range station.

§ 601.1052 *Control area extension (Westfield, Mass.).* From the Westfield, Mass., radio range station, within 5 miles either side of the center line of the north course of the Westfield radio range, extending 10 miles north of the Barnes Airport.

§ 601.1053 *Control area extension (Houlton, Maine).* From the Houlton, Maine, radio range station, within 5 miles either side of the center line of the south course of the Houlton, Maine, radio range, extending 10 miles south of the Houlton Army Air Field.

§ 601.1054 *Control area extension (Philipsburg, Pa.).* From the Philipsburg, Pa., radio range station, within 5 miles either side of the center line of the north course of the Philipsburg, Pa., radio range, extending 20 miles north of the Philipsburg, Pa., radio range station.

§ 601.1055 *Control area extension (Elmira, N. Y.).* From the Elmira, N. Y., radio range station, within 5 miles either side of the center line of the southwest course of the Elmira, N. Y., radio range, extending 20 miles southwest of the Elmira, N. Y., radio range station.

§ 601.1056 *Control area extension (Wilkes-Barre, Pa.).* From the Wilkes-Barre, Pa., radio range station, within 5 miles either side of the center line of the northeast course of the Wilkes-Barre, Pa., radio range, extending 20 miles northeast of the Wilkes-Barre, Pa., radio range station.

§ 601.1057 *Control area extension (Altoona, Pa.).* From the Altoona, Pa., radio range station, within 5 miles either side of the center line of the north course of the Altoona, Pa., radio range, extending 20 miles north of the Altoona, Pa., radio range station; and within 5 miles either side of the center line of the south course of the Altoona Pa., radio range, extending 10 miles south of the Altoona-Blair County Airport

§ 601.1058 *Control area extension (Martinsburg, W. Va.).* From the Martinsburg, W. Va., radio range station, within 5 miles either side of the center line of the southwest course of the Martinsburg, W. Va., radio range, extending 20 miles southwest of the Martinsburg, W. Va., radio range station; and within 5 miles either side of the center line of the northeast course of the Martinsburg, W. Va., radio range, extending 10 miles northeast of the Shepherd Airport.

§ 601.1059 *Control area extension (Lynchburg, Va.).* From the Lynchburg, Va., radio range, within 5 miles either side of the center line of the north course of the Lynchburg, Va., radio range, extending 20 miles north of the Lynchburg, Va., radio range station; and within 5 miles either side of the center line of the south course of the Lynchburg, Va., radio range, extending 10 miles south of the Preston Glenn Airport.

§ 601.1060 *Control area extension (Elkins, W. Va.).* From the Elkins, W. Va., radio range station, within 5 miles either side of the center line of the south course of the Elkins radio range, extending 10 miles south of the Elkins, W. Va., airport.

§ 601.1061 *Control area extension (Gordonsville, Va.).* From the Gordonsville, Va., radio range station, within 5 miles either side of the center line of the southeast course of the Gordonsville, Va., radio range, extending 10 miles southeast of the CAA intermediate field.

§ 601.1062 *Control area extension (Raleigh, N. C.).* From the Raleigh, N. C., ILS localizer extending 5 miles either side of the ILS localizer course to a point 30 miles southwest of the ILS localizer.

[Amdt. 7, 13 F. R. 2649]

§ 601.1063 *Control area extension (Roanoke, Va.).* From the Roanoke, Va., radio range station, within 5 miles either side of the center line of the south course of the Roanoke, Va., radio range, extending 20 miles south of the Roanoke, Va., radio range station; and within 5 miles either side of the center line of the north course of the Roanoke, Va., radio range, extending 10 miles north of Woodru Fiel

§ 601.1064 *Control area extension (Chicopee Falls, Mass.).* From the Westover radio range station, Chicopee Falls, Mass., within 5 miles either side of the center line of the northwest course of the Westover radio range, Chicopee Falls, Mass., extending to a point 25 miles northwest of the Westover radio range station

§ 601.1065 *Control area extension (Yakima, Wash.).* From the Yakima, Wash., radio range station extending 5 miles either side of the northwest course of the Yakima radio range to a point 20 miles northwest of the radio range station.

[Amdt. 15, 13 F. R. 7298]

§ 601.1066 *Control area extension (Mitchel Field, N. Y.).* From the Mitchel Field, N. Y., radio range, within 7 miles either side of the center line of the east course of the Mitchel Field, N. Y., radio range, extending to Fire Island, N. Y.

§ 601.1067 *Control area extension (Dayton, Ohio.).* From the Dayton, Ohio, radio range station within 5 miles either side of the west course of the Dayton, Ohio, radio range, extending to its intersection with the northeast course of the Indianapolis, Ind., radio range.

§ 601.1068 *Control area extension (Riverside, Calif.).* From the Riverside, Calif., radio range station extending five miles either side of the southeast course of the Riverside, Calif., radio range to a point 25 miles southeast of the radio range station.

[Amdt. 5, 13 F. R. 1228]

§ 601.1069 *Control area extension (Santa Barbara, Calif.).* From the Santa Barbara, Calif., radio range station extending five miles on either side of the west course of the Santa Barbara, Calif., radio range to a point 25 miles west of the radio range station, and extending five miles on either side of the south course of the Santa Barbara, Calif., radio range to a point 25 miles south of the radio range station.

[Amdt. 5, 13 F. R. 1228]

§ 601.1070 *Control area extension (Oceanside, Calif.).* From the Oceanside, Calif., nondirectional radio beacon extending five miles either side of a track of 278° magnetic to a point of intersection with a track of 205° magnetic from the Los Angeles, Calif., radio range station.

[Amdt. 5, 13 F. R. 1228]

§ 601.1071 *Control area extension (Burbank, Calif.).* From the Burbank, Calif., radio range station extending five miles either side of the southwest course of the Burbank, Calif., radio range to the intersection of the southwest course of the Burbank, Calif., radio range and the west course of the Los Angeles, Calif., VHF radio range.

[Amdt. 5, 13 F. R. 1228]

§ 601.1072 *Control area extension (Newhall, Calif.).* From Newhall, Calif., radio range station extending 5 miles either side of the southwest course of the Newhall, Calif., radio range to the intersection of the southwest course of the Newhall, Calif., radio range and the southeast course of the Santa Barbara, Calif., VHF range.

[Amdt. 6, 13 F. R. 2257]

§ 601.1073 *Control area extension (Fresno, Calif.).* From the Fresno, Calif., radio range station extending five miles either side of the northeast course of the Fresno, Calif., radio range to a point 20 miles northeast of the radio range station.

[Amdt. 5, 13 F. R. 1228]

§ 601.1074 *Control area extension (Los Angeles, Calif.).* From the Los Angeles, Calif., radio range station extending 5 miles on either side of the west course of the Los Angeles, Calif., radio range to a point 40 miles from the radio range station, and extending 5 miles either side of the southeast course of the Los Angeles, Calif., radio range to a point 40 miles from the radio range station; from the Los Angeles, Calif., radio range station extending 5 miles either side of a track of 205° magnetic to a point 40 miles from the radio range station; from the Los Angeles, Calif., VHF radio range station extending 5 miles either side of the south course of the Los Angeles, Calif., VHF radio range to a point 40 miles south of the radio range station.

[Amdt. 6, 13 F. R. 2257]

§ 601.1075 *Control area extension (Long Beach, Calif.).* From the Long Beach, Calif., radio range station extending five miles either side of the southwest course of the Long Beach, Calif., radio range to a point 40 miles from the radio range station.

[Amdt. 5, 13 F. R. 1228]

§ 601.1076 *Control area extension (Phoenix, Ariz.).* From the Phoenix, Ariz., radio range station extending five miles either side of the east course of the Phoenix, Ariz., radio range to a point 25 miles east of the radio range station.

[Amdt. 5, 13 F. R. 1228]

§ 601.1077 *Control area extension (Elko, Nev.).* From the Elko, Nev., radio range station extending five miles either side of the north course of the Elko, Nev., radio range to a point 25 miles from the radio range station, and extending five miles on either side of the south course of the Elko, Nev., radio range to a point 25 miles south of the radio range station.

[Amdt. 5, 13 F. R. 1228]

§ 601.1078 *Control area extension (Reno, Nev.).* From the Reno, Nev., radio range station extending five miles either side of the north course of the Reno, Nev., radio range to a point 50 miles north of the radio range station.

[Amdt. 5, 13 F. R. 1228]

§ 601.1079 *Control area extension (Rock Springs, Wyo.).* From the Rock Springs, Wyo., radio range station extending five miles either side of the north course of the Rock Springs, Wyo., radio range to a point 25 miles north of the radio range station, and extending five miles either side of the south course of the Rock Springs Wyo., radio range to a point 25 miles south of the radio range station.

[Amdt. 5, 13 F. R. 1228]

§ 601.1080 *Control area extension (Louisville, Ky.).* From the Louisville, Ky., ILS localizer extending five miles either side of the ILS localizer course to a point 13.2 miles from the ILS localizer; from the intersection of the north course of the Louisville, Ky. (Godman Army), radio range and the west course of the Louisville, Ky., radio range extending five miles either side of a track via the ILS outer marker located at Latitude 38°07'15", Longitude 85°45'30" to the intersection of the east course of the Louisville, Ky. (Godman Army), radio range and the south course of the Louisville, Ky., radio range.

[Amdt. 5, 13 F. R. 1228]

§ 601.1081 *Control area extension (Zanesville, Ohio).* From the Zanesville, Ohio, nondirectional radio beacon extending five miles either side of a track of 360° magnetic to the southern boundary of Green civil airway No. 4, and extending five miles either side of a track of 180° magnetic to a point 20 miles south of the Zanesville, Ohio, nondirectional radio beacon.

[Amdt. 5, 13 F. R. 1228]

§ 601.1082 *Control area extension (Montgomery, Ala.).* From the Maxwell Field radio range station, Montgomery, Ala., extending five miles either side of the northeast course of the Maxwell Field radio range to a point 20 miles northeast of the radio range station.

[Amdt. 5, 13 F. R. 1228]

§ 601.1083 *Control area extension (Memphis, Tenn.).* From the Memphis, Tenn., ILS localizer extending five miles either side of the localizer course to a point 25 miles west of the ILS localizer.

[Amdt. 5, 13 F. R. 1228]

§ 601.1084 *Control area extension (Norfolk, Va.).* Within a 25 mile radius centered at Latitude 36°58'00", Longitude 76°25'00".

[Amdt. 5, 13 F. R. 1229]

§ 601.1085 *Control area extension (Cherry Point, N. C.).* Within a 15 mile radius of the Marine Corps Air Station excluding that portion within danger areas and above 10,000 feet mean sea level.

[Amdt. 5, 13 F. R. 1229]

§ 601.1086 *Control area extension (Memphis, Tenn.).* Within a 10 mile radius of the Naval Air Station excluding that portion which lies within Amber civil airway No. 5.

[Amdt. 5, 13 F. R. 1229]

§ 601.1087 *Control area extension (Akron, Ohio.).* From the Akron-Canton Airport, Akron, Ohio, ILS localizer extending 5 miles either side of the localizer course to a point 20 miles south of the ILS outer marker, and extending 5 miles either side of a direct line between the Akron, Ohio, radio range station and the Brecksville, Ohio, fan marker.

[Amdt. 22, 14 F. R. 2894]

§ 601.1088 *Control area extension (Alexandria, Minn.).* From the Alexandria, Minn., radio range station extending 5 miles either side of the north course of the Alexandria, Minn., radio range to a point 20 miles north of the radio range station.

[Amdt. 5, 13 F. R. 1229]

§ 601.1089 *Control area extension (Covington, Ky.).* From the Greater Cincinnati Airport, Covington, Ky., ILS localizer extending five miles either side of the localizer course to a point 20 miles south of the ILS outer marker.

[Amdt. 5, 13 F. R. 1229]

§ 601.1090 *Control area extension (Columbus, Ohio).* From the Columbus, Ohio, ILS localizer extending five miles either side of the localizer course to a point 20 miles west of the ILS outer marker.

[Amdt. 5, 13 F. R. 1229]

§ 601.1091 *Control area extension (Dayton, Ohio).* From the Dayton, Ohio, ILS localizer extending five miles either side of the localizer course to a point 20 miles southwest of the ILS outer marker.

[Amdt. 5, 13 F. R. 1229]

§ 601.1092 *Control area extension (Dickinson, N. Dak.).* From the Dickinson, N. Dak., radio range station extending 5 miles either side of the north course of the radio range to a point 20 miles north of the radio range station.

[Amdt. 5, 13 F. R. 1229]

§ 601.1093 *Control area extension (Fargo, N. Dak.).* From the Fargo, N. Dak., radio range station extending 5 miles either side of the east course of the radio range to a point 20 miles east of the radio range station, and from the Fargo ILS localizer extending 5 miles either side of the localizer course to a point 20 miles south of the outer marker.

[Amdt. 19, 14 F. R. 779]

§ 601.1094 *Control area extension (Flint, Mich.).* From the Flint, Mich., nondirectional radio beacon extending 5 miles either side of a track of 344° magnetic to a point 20 miles northwest of the nondirectional radio beacon.

[Amdt. 8, 13 F. R. 3580]

§ 601.1095 *Control area extension (Fort Wayne, Ind.).* From the Fort Wayne, Ind., radio range station extending 5 miles either side of the southwest course of the radio range to a point 20 miles southwest of the Markle fan marker, and from the ILS localizer extending 5 miles either side of the localizer

course to a point 20 miles southeast of the outer marker.

[Amdt. 19, 14 F. R. 779]

§ 601.1096 *Control area extension (Glenview, Ill.).* From the Glenview, Ill., radio range station extending five miles either side of the northwest course of the Glenview, Ill., radio range to a point 20 miles northwest of the radio range station.

[Amdt. 5, 13 F. R. 1229]

§ 601.1097 *Control area extension (Grand Forks, N. Dak.).* From the Grand Forks, N. Dak., radio range station extending five miles either side of the south course of the Grand Forks, N. Dak., radio range to a point 20 miles south of the radio range station.

[Amdt. 5, 13 F. R. 1229]

§ 601.1098 *Control area extension (Grand Rapids, Mich.).* From the Grand Rapids, Mich., radio station extending five miles either side of the southeast course of the Grand Rapids, Mich., radio range to a point 20 miles southeast of the radio range station.

[Amdt. 5, 13 F. R. 1229]

§ 601.1099 *Control area extension (Indianapolis, Ind.).* From the Weir-Cook Municipal Airport, Indianapolis, Ind., ILS localizer extending five miles either side of the ILS localizer course to a point 20 miles southwest of the ILS outer marker.

[Amdt. 5, 13 F. R. 1229]

§ 601.1100 *Control area extension (Lone Rock, Wis.).* From the Lone Rock, Wis., radio range station extending five miles either side of the west course of the Lone Rock, Wis., radio range to a point 20 miles west of the radio range station.

[Amdt. 5, 13 F. R. 1229]

§ 601.1101 *Control area extension (Madison, Wis.).* From the Madison, Wis., radio range station extending five miles either side of the southeast course of the Madison, Wis., radio range to a point 20 miles southeast of the radio range station.

[Amdt. 5, 13 F. R. 1229]

§ 601.1102 *Control area extension (Minneapolis, Minn.).* From the Minneapolis, Minn., ILS localizer extending 5 miles either side of the localizer course to a point 20 miles south of the ILS outer marker.

[Amdt. 5, 13 F. R. 1229]

§ 601.1103 *Control area extension (Minot, N. Dak.).* From the Minot, N. Dak., radio range station extending 5 miles either side of the southeast course of the Minot, N. Dak., radio range to a point 20 miles southeast of the radio range station.

[Amdt. 5, 13 F. R. 1229]

§ 601.1104 *Control area extension (Rockford, Ill.).* From the Rockford, Ill., radio range station extending 5 miles either side of the west course of the Rockford, Ill., radio range to a point 20 miles west of the radio range station.

[Amdt. 8, 13 F. R. 3580]

§ 601.1105 *Control area extension (Muskegon, Mich.).* From the Muskegon, Mich., radio range station extending 5 miles either side of the southeast course of the Muskegon, Mich., radio range to a point 20 miles southeast of the radio range station.

[Amdt. 5, 13 F. R. 1229]

§ 601.1106 *Control area extension (Whidbey Island, Wash.).* From the intersection of the northwest course of the Everett, Wash., radio range and the southeast course of the Whidbey Island, Wash., radio range extending 5 miles either side of the southeast and northwest courses of the Whidbey Island radio range to a point 20 miles northwest of the radio range station, and extending 5 miles either side of the southwest course of the Whidbey Island radio range to the intersection of the southwest course of the Whidbey Island radio range and the southeast course of the Patricia Bay, B. C., radio range, excluding those portions which lie over danger areas.

[Amdt. 12, 13 F. R. 5657]

§ 601.1107 *Control area extension (Topeka, Kans.).* From the Topeka, Kans., VHF radio range station extending 5 miles either side of the north course of the Topeka, Kans., VHF radio range to a point 20 miles north of the range station, and from the ILS localizer extending 5 miles either side of the localizer course to a point 20 miles northwest of the localizer.

[Amdt. 17, 13 F. R. 8605]

§ 601.1108 *Control area extension (Salina, Kans.).* From the Salina, Kans., VHF radio range station extending 5 miles either side of the north course of the Salina, Kans., VHF radio range to a point 20 miles north of the radio range station.

[Amdt. 6, 13 F. R. 2257]

§ 601.1109 *Control area extension (Goodland, Kans.).* From the Goodland, Kans., VHF radio range station extending 5 miles either side of the north course to the Goodland, Kans., VHF radio range to a point 20 miles north of the radio range station.

[Amdt. 6, 13 F. R. 2257]

§ 601.1110 *Control area extension (Fort Riley, Kans.).* Within a 5-mile radius of the Marshall, Kans., AFB, via the Fort Riley (Marshall), Kans., radio range station extending ½ mile on the west side and 5 miles on the east side of the northeast course of the Fort Riley (Marshall), Kansas, radio range to a point 20 miles northeast of the radio range station.

[Amdt. 8, 13 F. R. 3580]

§ 601.1111 *Control area extension (San Diego, Calif.).* From the San Diego, Calif., radio range station extending 5 nautical miles either side of the west course of the San Diego, Calif., radio range to a point 3 nautical miles off-shore.

[Amdt. 6, 13 F. R. 2257]

§ 601.1112 *Control area extension (Seattle, Wash.).* From the Seattle, Wash., radio range station extending 5 miles either side of a true bearing of 258° from the radio range station to a point 25 miles from the radio range station.

[Amdt. 10, 13 F. R. 4731]

§ 601.1113 *Control area extension (San Francisco, Calif.).* From a point beginning at the intersection of a line extended through the San Francisco and Moffett Field, Calif., radio ranges and a line parallel to the southwest course of the San Francisco, Calif., radio range and 5 nautical miles northwest therefrom, proceed south 36° west parallel to the southwest course of the San Francisco, Calif., radio range to a point 3 nautical miles off-shore, thence proceed in a southeasterly direction parallel to the shoreline and 3 nautical miles therefrom to the intersection of a line 5 nautical miles southeast of the southwest course of the Moffett Field, Calif., radio range and parallel thereto thence north 37° each to the intersection of a line extended through the San Francisco and Moffett Field, Calif., radio ranges, thence in a northwesterly direction through the Moffett Field and San Francisco, Calif., radio ranges to the point of beginning. All bearings true.

[Amdt. 6, 13 F. R. 2258]

§ 601.1114 *Control area extension (Chanute, Kans.).* From the Chanute, Kans., radio range station extending 5 miles either side of the east course of the Chanute, Kans., radio range to a point 20 miles east of the radio station.

[Amdt. 6, 13 F. R. 2258]

§ 601.1115 *Control area extension (Dodge City, Kans.).* From the Dodge City, Kans., Municipal Airport, extending 5 miles either side of a track 360° true to its intersection with the east course of the Garden City, Kans., radio range.

[Amdt. 6, 13 F. R. 2258]

§ 601.1116 *Control area extension (Hutchinson, Kans.).* From the Hutchinson, Kans., radio range station extending 5 miles either side of the south course of the Hutchinson, Kans., radio range to a point 20 miles south of the radio range station.

[Amdt. 6, 13 F. R. 2258]

§ 601.1117 *Control area extension (Lincoln, Nebr.).* From the Lincoln, Nebr., radio station extending 5 miles either side of the north course of the Lincoln, Nebr., radio range to the intersection of the north course of the Lincoln, Nebr., radio range and the west course of the Omaha, Nebr., radio range, and extending 5 miles either side of the south course of the Lincoln, Nebr., radio range to a point 20 miles south of the radio range station.

[Amdt. 6, 13 F. R. 2258]

§ 601.1118 *Control area extension (Grand Junction, Colo.).* From the Grand Junction, Colo., VHF radio range station extending 5 miles either side of the north course of the Grand Junction, Colo., VHF radio range to a point 20 miles north of the radio range station, and ex-

tending 5 miles either side of the ILS localizer course to its intersection with the north course of the Grand Junction, Colo., VHF radio range.

[Amdt. 6, 13 F. R. 2258]

§ 601.1119 *Control area extension (St. Louis, Mo.).* From the St. Louis, Mo., ILS localizer extending 5 miles either side of the localizer course to a point 20 miles northeast of the ILS localizer.

[Amdt. 6, 13 F. R. 2258]

§ 601.1120 *Control area extension (Iowa City, Iowa.).* Within a 5-mile radius of the Iowa City Airport extending 5 miles either side of a track 85° magnetic from the Airport to its intersection with the north course of the Burlington, Iowa, radio range.

[Amdt. 8, 13 F. R. 3580]

§ 601.1121 *Control area extension (White Plains, N. Y.).* From the Westchester Airport, White Plains, N. Y., ILS localizer extending 5 miles either side of the localizer course to its intersection with the south course of the New Hackensack, N. Y., radio range.

§ 601.1122 *Control area extension (Lubbock, Tex.).* From the Lubbock, Tex., radio range station extending 5 miles either side of the west course of the radio range to a point 20 miles west of the radio range station.

[Amdt. 22, 14 F. R. 2894]

§ 601.1123 *Control area extension (Birmingham, Ala.).* From the Birmingham, Ala., ILS localizer extending 5 miles either side of the ILS localizer course to a point 30 miles southwest of the ILS localizer.

§ 601.1124 *Control area extension (Eugene, Oreg.).* From the Eugene, Oreg., radio range station extending 5 miles either side of the west course of the Eugene radio range to a point 25 miles from the radio range station.

[Amdt. 10, 13 F. R. 4731]

§ 601.1125 *Control area extension (Tallahassee, Fla.).* From the Tallahassee (Dale Mabry Field), Fla., ILS localizer extending 5 miles either side of the ILS localizer course to a point 30 miles southwest of the ILS localizer.

[Amdt. 7, 13 F. R. 2649]

§ 601.1126 *Control area extension (Knoxville, Tenn.).* From the Knoxville, Tenn., radio range station extending 5 miles either side of the north course of the radio range to a point 20 miles north of the Inskip fan marker, and from the ILS localizer extending 5 miles either side of the ILS localizer course to a point 30 miles southwest of the ILS localizer.

[Amdt. 17, 13 F. R. 8605]

§ 601.1127 *Control area extension (Charleston, S. C.).* From the Charleston, S. C., ILS localizer extending 5 miles either side of the ILS localizer course to a point 30 miles northwest of the ILS localizer.

[Amdt. 6, 13 F. R. 2258]

§ 601.1128 *Control area extension (Jackson, Miss.).* From the Jackson, Miss., ILS localizer extending 5 miles either side of the ILS localizer course to a point 30 miles northwest of the ILS localizer.

[Amdt. 6, 13 F. R. 2257]

§ 601.1129 *Control area extension (Washington, D. C.).* From a point beginning at Latitude 38°53'20" Longitude 76°40'50", thence to Latitude 38°51'17" Longitude 76°41'10", thence to Latitude 38°48'13" Longitude 76°48'37", thence to Latitude 38°49'30" Longitude 76°51'12", thence to Latitude 38°53'20" Longitude 76°40'50", point of beginning; and from a point beginning at Latitude 38°34'32" Longitude 76°41'35", thence to Latitude 38°38'10" Longitude 76°48'55", thence to Latitude 38°36'45" Longitude 76°51'35", thence to Latitude 38°27'00" Longitude 76°51'30", thence to Latitude 38°34'32" Longitude 76°41'35", point of beginning.

[Amdt. 6, 13 F. R. 2257]

§ 601.1130 *Control area extension (Spokane, Wash.).* From the Geiger Field, Spokane, Wash., ILS localizer extending 5 miles either side of the ILS localizer course to a point 20 miles from the ILS localizer.

[Amdt. 10, 13 F. R. 4731]

§ 601.1131 *Control area extension (New York, N. Y.).* From Latitude 40° 39'50" Longitude 74°04'35", thence to Latitude 40°35'30" Longitude 74°08'00", thence to Latitude 40°35'50" Longitude 74°10'25", thence to point of beginning.

[Amdt. 10, 13 F. R. 4731]

§ 601.1132 *Control area extension (Willmar, Minn.).* From the Willmar, Minn., radio range station extending 5 miles either side of the south course of the Willmar radio range to a point 20 miles south of the radio range station.

[Amdt. 10, 13 F. R. 4731]

§ 601.1133 *Control area extension (Idlewild, N. Y.).* From the eastern edge of Green civil airway No. 5 at latitude 40°33'45" longitude 73°32'20", thence southeast to latitude 40°32'10" longitude 73°26'50", thence southwest to latitude 40°17'00" longitude 73°38'55", thence northwest to latitude 40°19'45" longitude 73°43'30" (point of intersection with eastern edge of Green civil airway No. 5), thence northeast following the eastern boundary of Green civil airway No. 5 to point of beginning.

[Amdt. 12, 13 F. R. 5657]

§ 601.1134 *Control area extension (Miami, Fla.).* From the Miami International Airport ILS localizer extending 5 miles either side of the ILS localizer course to a point 30 miles northwest of the ILS localizer.

[Amdt. 12, 13 F. R. 5657]

§ 601.1135 *Control area extension (Atlanta, Ga.).* All that area 5 miles north and parallel to the east and west courses of the Atlanta, Ga. (NAS), radio range extending from Amber civil airway No. 6 to Green civil airway No. 6 including the area south of the east and west courses of the Atlanta (NAS) radio range between Amber civil airway No. 6 and Green civil airway No. 6, and extending 5 miles either side of the north course of the Atlanta, Ga. (NAS), radio range to a point 20 miles north of the radio range station.

[Amdt. 12, 13 F. R. 5657]

§ 601.1136 *Control area extension (San Juan, P. R.).* Within a 150 nautical mile radius from the Isla Grande Aerodrome, San Juan, P. R., excluding the mainland of the Dominican Republic and overlapping portions of existing danger areas and airspace warning areas.

[Amdt. 15, 13 F. R. 7298]

§ 601.1137 *Control area extension (Key West, Fla.).* From the Key West, Fla., radio range station extending 5 miles on the north side and $2\frac{1}{2}$ miles on the south side of the west course of the radio range to a point 20 miles west of the radio range station.

[Amdt. 17, 13 F. R. 8605]

§ 601.1138 *Control area extension (Orlando, Fla.).* From the Orlando, Fla., radio range station extending 5 miles on the southeast side and parallel to the northeast course of the Orlando, Fla., radio range to the intersection of the northeast course of the Orlando, Fla., radio range and the northwest course of the Melbourne, Fla., radio range including all that area north of the northeast course of the Orlando radio range between Red civil airway No. 47 and Amber civil airway No. 7.

[Amdt. 15, 13 F. R. 7298]

§ 601.1139 *Control area extension (Lexington, Ky.).* From the Lexington, Ky., nondirectional radio marker beacon extending 5 miles either side of a line 225° magnetic to a point 20 miles southwest of the marker beacon and extending 5 miles either side of a line 45° magnetic from the marker beacon to its intersection with the northwest course of the Lexington, Ky., VHF radio range.

[Amdt. 15, 13 F. R. 7298]

§ 601.1140 *Control area extension (Des Moines, Iowa).* From the Des Moines, Iowa, ILS localizer extending 5 miles either side of the ILS localizer course to a point 20 miles southeast of the localizer.

[Amdt. 17, 13 F. R. 8605]

§ 601.1141 *Control area extension (Boston, Mass.).* That area within tangent lines drawn from the circumference of a circle 5 miles in radius centered at the intersection of the southeast course of the Boston, Mass., radio range and the northeast course of the Squantum, Mass. (Navy) radio range to a circle 15 miles in radius centered at the midway point of a direct line between the intersection of the southeast course of the Boston, Mass., radio range and the northeast course of the Squantum, Mass. (Navy) radio range and the Yarmouth, Nova Scotia, radio range station to a circle 5 miles in radius centered on the Yarmouth, Nova Scotia, radio range station, excluding that portion below 2,000 feet except that area which lies within the confines of civil airways.

[Amdt. 17, 13 F. R. 8605]

§ 601.1142 *Control area extension (Boston, Mass.).* That area within tangent lines drawn from the circumference of a circle 5 miles in radius centered at the intersection of the southeast course of the Boston, Mass., radio range and the northeast course of the Squantum, Mass. (Navy) radio range to a circle 15 miles in radius centered at the intersection of the southeast course of the Boston, Mass., radio range and the Western Boundary of the ICAO Control Area, excluding that portion below 2,000 feet except that area which lies within the confines of civil airways.

[Amdt. 17, 13 F. R. 8605]

§ 601.1143 *Control area extension (Nantucket, Mass.).* That area within tangent lines drawn from the circumference of a circle 5 miles in radius centered on the Nantucket, Mass., VHF radio range station to a circle 15 miles in radius centered at the midway point on a direct line between the Nantucket, Mass., VHF radio range station and the Yarmouth, Nova Scotia, radio range station to a circle 5 miles in radius centered on the Yarmouth, Nova Scotia, radio range station, excluding that portion below 2,000 feet except that area which lies within the confines of civil airways.

[Amdt. 17, 13 F. R. 8605]

§ 601.1144 *Control area extension (Nantucket, Mass.).* That area within tangent lines drawn from the circumference of a circle 5 miles in radius centered on the Nantucket, Mass., VHF radio range station to a circle 15 miles in radius centered at the intersection of the east course of the Nantucket, Mass., VHF radio range and the Western Boundary of the ICAO Control Area, excluding that portion below 2,000 feet except that area which lies within the confines of civil airways.

[Amdt. 17, 13 F. R. 8605]

§ 601.1145 *Control area extension (Nantucket, Mass.).* That area within tangent lines drawn from the circumference of a circle 5 miles in radius centered on the Nantucket, Mass., VHF radio range station to a circle 15 miles in radius centered at the intersection of the south course of the Nantucket, Mass., VHF radio range and the Western Boundary of the ICAO Control Area, excluding that portion below 2,000 feet except that area which lies within the confines of civil airways.

[Amdt. 17, 13 F. R. 8605. Correction noted at 14 F. R. 336]

§ 601.1146 *Control area extension (New York, N. Y.)* That area within tangent lines drawn from the circumference of a circle 5 miles in radius centered at the intersection of the east course of the New York (LaGuardia), N. Y., radio range and the northeast course of the Mitchel Field (AFB), N. Y., radio range to a circle 5 miles in radius centered at the intersection of the east course of the New York (LaGuardia), N. Y., radio range and the southwest course of the Nantucket, Mass., VHF radio range to a circle 5 miles in radius centered on the Nantucket, Mass., VHF radio range station.

[Amdt. 17, 13 F. R. 8606]

§ 601.1147 *Control area extension (New York, N. Y.).* That area within tangent lines drawn from the circumference of a circle 5 miles in radius centered at the intersection of the southeast course of the Newark, N. J., radio range and the southwest course of the Mitchel Field (AFB), N. Y., radio range to a circle 15 miles in radius centered at he intersection of the southeast course of the Newark, N. J., radio range and the Western Boundary of the ICAO Control Area, excluding that portion below 2,000 feet except that area which lies within the confines of civil airways.

[Amdt. 17, 13 F. R. 8606]

§ 601.1148 *Control area extension (Millville, N. J.).* That area within tangent lines drawn from the circumference of a circle 5 miles in radius centered on the Millville, N. J., radio range station and the intersection of the southeast course of the Millville, N. J., radio range and the Atlantic Ocean U. S. Coastline to a circle 15 miles in radius centered on the intersection of the southeast course of the Millville, N. J., radio range and the Western Boundary of the ICAO Control Area, excluding that portion below 2,000 feet which lies outside the continental limits of the United States.

[Amdt. 17, 13 F. R. 8606]

§ 601.1149 *Control area extension (Norfolk, Va.).* That area within tangent lines drawn from the circumference of a circle 5 miles in radius centered at the intersection of the east course of the Norfolk, Va. (Navy), radio range and the Atlantic Ocean U. S. Coastline to a circle 10 miles in radius centered at the intersection of the east course of the Norfolk, Va. (Navy), radio range and the Western Boundary of the ICAO Control Area, excluding that portion below 2,000 feet.

[Amdt. 17, 13 F. R. 8606]

§ 601.1150 *Control area extension (Wilmington, N. C.).* That area within tangent lines drawn from the circumference of a circle 5 miles in radius centered on the Wilmington, N. C., VHF radio range station to a circle 15 miles in radius centered at the midway point on a direct line between the Wilmington, N. C., VHF radio range station and the West Palm Beach, Fla., radio range station to a circle 5 miles in radius centered on the West Palm Beach, Fla., radio range station, excluding that portion below 2,000 feet and above 20,500 feet which lies outside the continental limits of the United States.

[Amdt. 17, 13 F. R. 8606]

§ 601.1151 *Control area extension (Wilmington, N. C.).* That area within tangent lines drawn from the circumference of a circle 5 miles in radius centered on the Wilmington, N. C., VHF radio range station to a circle 5 miles in radius centered at Latitude 33°55'00" Longitude 77°19'00" to a circle 15 miles in radius centered at the intersection of the southeast course of the Wilmington, N. C., VHF radio range and the Western Boundary of the ICAO Control Area, excluding that portion below 2,000 feet which lies outside the continental limits of the United States.

[Amdt. 17, 13 F. R. 8606]

§ 601.1152 *Control area extension (Charleston, S. C.).* That area within tangent lines drawn from the circumference of a circle 5 miles in radius centered on the Charleston, S. C., radio range station and a circle 5 miles in radius centered at the intersection of the southeast course of the Charleston, S. C., radio range and the Atlantic Ocean U. S. Coastline to a circle 15 miles in radius centered at the intersection of the southeast course of the Charleston, S. C., radio range and the Western Boundary of the ICAO Control Area, excluding that portion below 2,000 feet which lies outside the continental limits of the United States.

[Amdt. 17, 13 F. R. 8606]

§ 601.1153 *Control area extension (Jacksonville, Fla.).* That area within tangent lines drawn from the circumference of a circle 5 miles in radius centered on the Jacksonville, Fla., radio range station to a circle 15 miles in radius centered on the intersection of the east course of the Jacksonville, Fla., radio range and the Western Boundary of the ICAO Control Area, excluding that portion below 2,000 feet and above 20,500 feet which lies outside the continental limits of the United States.

[Amdt. 17, 13 F. R. 8606]

§ 601.1154 *Control area extension (Bismarck, N. Dak.)* From the Bismarck, N. Dak., ILS localizer extending 5 miles either side of the localizer course to a point 20 miles southeast of the outer marker.

[Amdt. 19, 14 F. R. 779]

§ 601.1155 *Control area extension (Omaha, Nebr.).* From the ILS localizer extending 5 miles either side of the localizer course to a point 20 miles northwest of the ILS localizer.

[Amdt. 17, 13 F. R. 8606]

§ 601.1156 *Control area extension (Albany, Ga.).* From the Albany, Ga., radio range station extending 5 miles either side of the east course of the radio range to a point 20 miles east of the radio range station.

[Amdt. 18, 14 F. R. 456]

§ 601.1157 *Control area extension (Chicago, Ill.).* From the Chicago, Ill., Orchard Place Airport ILS localizer extending 5 miles either side of the localizer course to a point 20 miles northwest of the outer marker.

[Amdt. 19, 14 F. R. 779]

§ 601.1158 *Control area extension (Cleveland, Ohio).* From the Cleveland, Ohio, ILS localizer extending 5 miles either side of the ILS localizer course to a point 20 miles southwest of the outer marker.

[Amdt. 19, 14 F. R. 779]

§ 601.1159 *Control area extension (Moline, Ill.).* From the Moline, Ill., ILS localizer extending 5 miles either side of the localizer course to a point 20 miles northwest of the outer marker.

[Amdt. 19, 14 F. R. 779]

§ 601.1160 *Control area extension (South Bend, Ind.).* From the South Bend, Ind., ILS localizer extending 5 miles

either side of the localizer course to a point 20 miles east of the outer marker.

[Amdt. 19, 14 F. R. 779]

§ 601.1161 *Control area extension (Chicago, Ill.).* From the Chicago, Ill., Municipal Airport ILS localizer extending 5 miles either side of the localizer course to a point 20 miles northwest of the outer marker.

[Amdt. 19, 14 F. R. 779]

§ 601.1162 *Control area extension (Danville, Va.).* Within a 5 mile radius of the Danville, Va., Municipal Airport.

[Amdt. 21, 14 F. R. 2231]

§ 601.1163 *Control area extension (Vero Beach, Fla.).* From the Vero Beach, Fla., non-directional radio marker beacon extending 5 miles either side of a track 290° magnetic to its intersection with Blue civil airway No. 19.

[Amdt. 22, 14 F. R. 2894]

§ 601.1164 *Control area extension (Quonset Point, R. I.).* Within a 7 mile radius of the Quonset Point, R. I., Naval Air Station extending 5 miles either side of the southeast course of the Quonset Point, R. I. (Navy) radio range to a point 16 miles southeast of the radio range station, excluding that portion overlapping danger areas and excluding the area below 2,000 feet which lies more than 7 miles southeast of the Naval Air Station.

[Amdt. 22, 14 F. R. 2894]

§ 601.1165 *Control area extension (Oakland, Calif.).* All that area in the vicinity of Hayward, Calif., bounded by the eastern boundary of Blue civil airway No. 10, the southern boundary of Red civil airway No. 60 and the northern boundary of Blue civil airway No. 60.

[Amdt. 22, 14 F. R. 2894]

§ 601.1166 *Control area extension (Mobile, Ala.).* From the Mobile, Ala., radio range station extending 5 miles on the southwest side and 2 miles on the northeast side of the southeast course of the Mobile, Ala., radio range to a point 10 miles southeast of the intersection of the southeast course of the Mobile, Ala., radio range and the west course of the Pensacola, Fla., radio range.

[Amdt. 22, 14 F. R. 2894]

CONTROL ZONES

§ 601.1981 *Scope of control zones.* Each control zone shall include the navigable air space above all that area on the surface of the earth flying within the specified radius of the center points prescribed for such zone (except where otherwise described in this part), but shall not include any of the air space of an air-space reservation.

§ 601.1982 *Designation of control zones.* The portions of the navigable air space of the United States described in §§ 601.1983–601.2250 are hereby designated as control zones.

§ 601.1983 *Three mile radius zones.* Within a 3 mile radius of the following airports:

Acomita, N. Mex.: CAA intermediate field.
Altoona, Pa.: Altoona-Blair County Airport.
Baker, Oreg.: Baker Municipal Airport.
Baton Rouge, La.: East Baton Rouge Parish Airport.
Bellingham, Wash.: Bellingham Municipal Airport.
Blackstone, Va.: Blackstone AAF.
Bozeman, Mont.: Gallatin-Bozeman Municipal Airport.
Burley, Idaho: Burley Municipal Airport.
Butte, Mont.: Butte Municipal Airport.
Cochise, Ariz.: CAA intermediate field.
Columbus, N. Mex.: CAA intermediate field.
Custer, Mont.: Custer intermediate field.
Cut Bank, Mont.: Cut Bank Municipal Airport.
Daggett, Calif.: Daggett Municipal Airport.
Dillon, Mont.: Dillon intermediate field.
Drummond, Mont.: Drummond Municipal Airport.
Dubois, Idaho: Dubois intermediate field.
Endicott, N. Y.: Tri-Cities Airport.
El Dorado, Ark.: Goodwin Field.
Ellensburg, Wash.: Bowers Field.
El Morro, N. Mex.: CAA intermediate field.
Engle, N. Mex.: CAA intermediate field.
Ephrata, Wash.: Ephrata Municipal Airport.
Eugene, Oreg.: Mahlen-Sweet Airport.
Everett, Wash.: Paine Field.
Glendale, Calif.: Grand Central Airport.
Helena, Mont.: Helena Municipal Airport.
Klamath Falls, Oreg.: Klamath Falls Municipal Airport.
Lakehurst, N. J.: Naval Air Station.
Lewistown, Mont.: Lewistown Municipal Airport.
Miles City, Mont.: Miles City Municipal Airport.
Missoula, Mont.: Missoula County Airport.
Needles, Calif.: Needles Airport.
Niagara Falls, N. Y.: Municipal Airport.
Oceana, Va.: Naval Auxiliary Air Station.
Palacios, Tex.: Palacios Airport.
Pendleton, Oreg.: Pendleton Municipal Airport.
Pocatello, Idaho: Pocatello Municipal Airport.
Redmond, Oreg.: Redmond-Roberts Field.
Rodeo, N. Mex.: CAA intermediate field.
Salem, Oreg.: Salem-McNary Airport.
Santa Monica, Calif.: Clover Field.
Schenectady, N. Y.: Schenectady Airport.
Spokane, Wash.: Felts Field.
Spokane, Wash.: Spokane AAF.
The Dalles, Oreg.: The Dalles Municipal Airport.
Toledo, Wash.: Toledo Intermediate Airport.
Whitehall, Mont.: Whitehall Municipal Airport.
Willow Grove, Pa.: Naval Air Station.
Yakima, Wash.: Yakima Municipal Airport.

[Amdt. 5, 13 F. R. 1229, as amended by Amdt. 6, 13 F. R. 2259; Amdt. 7, 13 F. R. 2650; Amdt. 8, 13 F. R. 3581, 4035; Amdt. 17, 13 F. R. 8605]

§ 601.1984 *Five mile radius zones.* Within a 5 mile radius of the following airports:

Akron, Ohio: Akron-Canton County Airport.
Alexandria, La.: Municipal Airport.
Alice, Tex.: Alice Airport.
Anchorage, Alaska: Municipal Airport.
Annette Island, Alaska: Annette Island Airport.
Atlanta, Ga.: Naval Air Station.
Baton Rouge, La.: Harding Field.
Beaumont, Tex.: Jefferson County Airport.
Bedford, Mass.: Bedford Municipal Airport.
Bendix, N. J.: Teterboro Air Terminal.
Big Delta, Alaska: Big Delta Airport.
Billings, Mont.: Billings Municipal Airport.
Boise, Idaho: Boise Air Terminal.
Bridgeport, Conn.: Bridgeport Municipal Airport.
Chicago, Ill.: Orchard Place Airport.
Covington, Ky.: Greater Cincinnati Airport.
Delta, Utah: Delta Airport.
Elkins, W. Va.: Elkins Airport.
Elko, Nev.: Elko Airport.
Elmira, N. Y.: Chemung County Airport.
El Toro, Calif.: El Toro Airport.
Fresno, Calif.: Hammer Field.
Gage, Okla.: Gage Airport.
Gordonsville, Va.: CAA intermediate field.
Gustavus, Alaska: Gustavus Airport.
Great Falls, Mont.: Great Falls Municipal Airport.
Homer, Alaska: Homer Airport.
Houlton, Maine: Houlton Airport.
Idaho Falls, Idaho: Idaho Falls Airport.
Islip, N. Y.: MacArthur Field.
Juneau, Alaska: Juneau Airport.
Lake Charles, La.: Lake Charles AAF.
Langley Field, Va.: Langley Field.
Las Vegas, N. Mex.: Las Vegas Airport.
Louisville, Ky.: Standiford Field.
Lucin, Utah: CAA intermediate field.
Lynchburg, Va.: Preston Glenn Airport.
Medford, Oreg.: Medford AAF.
Memphis, Tenn.: Naval Air Station.
Merced, Calif.: Castle Field.
Midland, Tex.: Municipal Airport No. 1.
Montgomery, Ala.: Dannelly Field.
Naknek, Alaska: Naknek Airport.
Nenana, Alaska: Nenana Airport.
Newburgh, N. Y.: Stewart AAF.
New Orleans, La.: New Orleans Airport.
Northway, Alaska: Northway Airport.
Old Town, Maine: Old Town Airport.
Otto, N. Mex.: CAA intermediate field.
Philipsburg, Pa.: Black Moshannon Airport.
Phoenix, Ariz.: Sky Harbor Municipal Airport.
Port Heiden, Alaska: Port Heiden Airport.
Portland, Oreg.: Portland AAF.
Pulaski, Va.: Leving Field.
Reading, Pa.: Reading Municipal Airport.
Red Bluff, Calif.: Red Bluff Municipal (Bidwell Field).
Reno, Nev.: Hubbard Field.
Riverside, Calif.: March Field.
Roanoke, Va.: Woodrum Field.
Rome, N. Y.: Rome AAF.
Salinas, Calif.: Salinas Airport.
Salt Flat, Tex.: CAA intermediate field.
San Rafael, Calif.: Hamilton Field.
Santa Fe, N. Mex.: Santa Fe Airport.
Seattle, Wash.: Boeing Field.
Seattle, Wash.: Seattle-Takoma Airport.
Skwentna, Alaska: Skwentna Airport.
Spokane, Wash.: Geiger AAF.
St. Paul, Minn.: Holman Airport.
Sunnyvale, Calif.: Moffett Field.
Tacoma, Wash.: McCord Field.
Tanacross, Alaska: Tanacross Airport.
Texarkana, Ark.: Texarkana Airport.
Tucumcari, N. Mex.: Tucumcari Airport.
Waco, Tex.: Waco Municipal Airport.
Walla Walla, Wash.: Walla Walla AAF.
Wendover, Utah: Wendover AFB.
Westfield, Mass.: Barnes Airport.
Wichita Falls, Tex.: Sheppard (Kell) Field.
Wilkes-Barre, Pa.: Wilkes-Barre-Scranton Airport.
Williams, Calif.: CAA intermediate field.
Wink, Tex.: Wink Airport.
Winslow, Ariz.: Winslow Airport.
Worcester, Mass.: Worcester Airport.
Yakutat, Alaska: Yakutat Airport.

[Amdt. 5, 13 F. R. 1229, as amended by Amdt. 6, 13 F. R. 2259; Amdt. 7, 13 F. R. 2650; Amdt. 8, 13 F. R. 3581; Amdt. 12, 13 F. R. 5657; Amdt. 17, 13 F. R. 8605, Amdt. 18, 14 F. R. 456, Amdt. 20, 14 F. R. 1487, Amdt. 22, 14 F. R 2894]

ADDITIONAL CONTROL ZONES

§ 601.2001 *Albany, N. Y., control zone.* Within a 5 mile radius of the Albany Municipal Airport and within 2 miles either side of the north course of Albany radio range extending 10 miles from the radio range station.

§ 601.2002 *Augusta, Maine, control zone.* Within a 5 mile radius of the

Augusta State Airport and within 2 miles either side of the southwest course of Augusta radio range extending 10 miles from the radio range station.

§ 601.2003 *Baltimore, Md., control zone.* Within a 5 mile radius of the Baltimore Municipal Airport extending 5 miles either side of the south course of the Baltimore, Md., radio range to a point 10 miles south of the radio range station.

[Amdt. 5, 13 F. R. 1230]

§ 601.2004 *Bangor, Maine, control zone.* Within a 5 mile radius of Dow Field and within 2 miles either side of the northwest course of Bangor radio range extending to the East Corinth fan marker.

§ 601.2005 *Boston, Mass., control zone.* Within a 5 mile radius of Logan International Airport, within 2 miles either side of the north course of Boston radio range extending to the Peabody fan marker and within 2 miles either side of the southwest course of Boston radio range extending to the Franklin fan marker.

§ 601.2006 *Buffalo, N. Y., control zone.* Within a 5 mile radius of the Municipal Airport extending 2 miles either side of the northeast course of the Buffalo, N. Y., radio range to the Walcottsville fan marker, within 2 miles either side of the southwest course of the Buffalo radio range to the Angola fan marker, and within 2 miles either side of the east course of the Buffalo radio range to the East Pembroke fan marker.

[Amdt. 22, 14 F. R. 2894]

§ 601.2007 *Burlington, Vt., control zone.* Within a 5 mile radius of the Burlington Municipal Airport and within 2 miles either side of the northwest course of Burlington radio range extending to the Grand Isle fan marker.

§ 601.2008 *Concord, N. H., control zone.* Within a 5 mile radius of the Concord Municipal Airport and within 2 miles either side of the southeast course of Concord radio range extending 10 miles from the radio range station.

§ 601.2009 *Erie, Pa., control zone.* Within a 5 mile radius of Port Erie Airport and within 2 miles either side of the southwest course of Erie radio range extending to the North Springfield fan marker.

§ 601.2010 *Harrisburg, Pa., control zone.* Within a 5 mile radius of Harrisburg State Airport and within 2 miles either side of the east and west courses of Harrisburg radio range extending 10 miles east and west of the radio range station.

§ 601.2011 *Hartford, Conn., control zone.* Within a 5 mile radius of Brainard Field and within 2 miles either side of the southeast course of Hartford radio range extending 10 miles from the radio range station.

§ 601.2012 *Millinocket, Maine, control zone.* Within a 5 mile radius of Millinocket Municipal Airport and within 2 miles either side of the east course of Millinocket radio range extending 10 miles from the radio range station.

§ 601.2013 *Newark, N. J., control zone.* Within a 5 mile radius of Newark Municipal Airport and within 2 miles either side of the southwest course of Newark radio range extending to the Metuchen fan marker.

§ 601.2014 *Norfolk, Va., control zone.* Within a 5 mile radius of Norfolk Municipal Airport and within 2 miles either side of the southwest course of Norfolk radio range extending to the Deep Creek fan marker.

§ 601.2015 *Philadelphia, Pa., control zone.* Within a 5 mile radius of the Philadelphia International Airport and within 2 miles either side of the west course of the Philadelphia radio range extending to the Boothwyn fan marker.

[Amdt. 8, 13 F. R. 3581]

§ 601.2016 *Wheeling, W. Va., control zone.* Within a 3 mile radius of the Wheeling-Ohio County Airport extending 2 miles either side of the southwest course of the Wheeling, W. Va., VHF radio range to the Wheeling, W. Va., VHF radio station.

[Amdt. 8, 13 F. R. 3581]

§ 601.2017 *Pittsburgh, Pa., control zone.* Within a 5 mile radius of the Allegheny County Airport and within 2 miles either side of the west course of Pittsburgh radio range extending to the Cecil fan marker.

§ 601.2018 *Portland, Maine, control zone.* Within a 5 mile radius of Portland Municipal Airport and within 2 miles either side of the northwest course of Portland radio range extending 10 miles from the radio range station.

§ 601.2019 *Providence, R. I., control zone.* Within a 5 mile radius of the Theodore Francis Greene Airport (excluding area which would intercept danger area in vicinity of Ohio Ledge-Gull Point, R. I.) and within 2 miles either side of the southwest course of Providence radio range extending 10 miles from the radio range station.

§ 601.2020 *Richmond, Va., control zone.* Within a 5 mile radius of the Richmond Municipal Airport and within 2 miles either side of the southwest course of Richmond radio range extending to the Chester fan marker.

§ 601.2021 *Rochester, N. Y., control zone.* Within a 5 mile radius of the Rochester Municipal Airport and within 2 miles either side of the east course of Rochester radio range extending 10 miles from the radio range station.

§ 601.2022 *Washington, D. C., control zone.* Within a 5 mile radius of the Washington National Airport (excluding portion within Airspace Reservation established by Executive Order No. 8950 as amended by Executive Order No. 9153) extending 2 miles either side of the southwest course of the Washington radio range to the Mt. Vernon fan marker.

[Amdt. 17, 13 F. R. 8606]

§ 601.2023 *Albuquerque, N. Mex., control zone.* Within a 5 mile radius of Kirtland Field and within 2 miles either side of the south course of Albuquerque radio range extending to the Peralta fan marker.

§ 601.2024 *Amarillo, Tex., control zone.* Within a 5 mile radius of English Field extending 2 miles either side of the west course of the Amarillo, Tex., radio range to the Soncy fan marker and extending 2 miles either side of the east course of the radio range to the intersection of the east course of the Amarillo, Tex., radio range with the northwest course of the Clarendon, Tex., radio range, and extending 2 miles either side of the ILS localizer course to the ILS outer marker.

[Amdt. 17, 13 F. R. 8606]

§ 601.2025 *Big Spring, Tex., control zone.* Within a 5 mile radius of Big Spring Airport and within 2 miles either side of the west course of Big Spring radio range extending to the Stanton fan marker.

§ 601.2026 *Brownsville, Tex., control zone.* Within a 5 mile radius of Brownsville International Airport (excepting that portion of such circle which lies within Mexico) and within two miles either side of the northwest course of Brownsville radio range extending to the Los Fresnos fan marker.

§ 601.2027 *Dallas, Tex., control zone.* Within a 5 mile radius of Love Field, within 2 miles either side of the south course of Dallas radio range extending to the Duncanville fan marker, and within 2 miles either side of the north course of Dallas radio range extending to the Dallas intersection (intersection of the north course of Dallas radio range and the northeast course of Fort Worth radio range).

§ 601.2028 *El Paso, Tex., control zone.* Within a 5 mile radius of the Municipal Airport extending 2 miles either side of the east course of the El Paso, Tex., radio range to the Hueco fan marker and extending 2 miles either side of the north course of the radio range to the Newman nondirectional radio marker beacon.

[Amdt. 17, 13 F. R. 8606]

§ 601.2029 *Fort Worth, Tex., control zone.* Within a 5 mile radius of Meacham Field and within 2 miles either side of the north course of Fort Worth radio range extending to the Haslet fan marker.

§ 601.2030 *Galveston, Tex., control zone.* Within a 5 mile radius of Galveston Airport and within 2 miles either side of the northwest course of Galveston radio range extending 3 miles northwest of the radio range station.

§ 601.2031 *Houston, Tex., control zone.* Within a 5 mile radius of the Houston Municipal Airport extending 2 miles either side of the southeast course of the Houston radio range to the Webster fan marker, and extending 2 miles either side of the southwest course of the radio range to the Arcola fan marker, and extending 2 miles either side of the northwest course of the radio range to the Houston fan marker.

[Amdt. 17, 13 F. R. 8606]

§ 601.2032 *Laredo, Tex., control zone.* Within a 5 mile radius of Laredo AAF Airport and within 2 miles either side of the northwest course of Laredo radio range extending 3 miles northwest of the radio range station excepting that portion of such zone that would lie within Mexico.

§ 601.2033 *Little Rock, Ark., control zone.* Within a 5 mile radius of Adams Field extending 2 miles either side of the southeast course of the Little Rock radio range to the Keo fan marker.

[Amdt. 17, 13 F. R. 8606]

§ 601.2034 *Monroe, La., control zone.* Within a 5 mile radius of Selman Field and within 2 miles either side of the southwest course of Monroe radio range extending 4 miles southwest of the radio range station.

§ 601.2035 *New Orleans, La., control zone.* Within a 5 mile radius of Moisant International Airport, within 2 miles either side of the west course of New Orleans radio range extending to the La Place fan marker and within 2 miles either side of the east course of New Orleans radio range extending to the boundary of the New Orleans Control Zone.

§ 601.2036 *Ponca City, Okla., control zone.* Within a 10 mile radius of Ponca City Airport.

§ 601.2037 *San Angelo, Tex., control zone.* Within a 10 mile radius of Mathis Field (San Angelo AAF).

§ 601.2038 *Shreveport, La., control zone.* Within a 5 mile radius of Shreveport Municipal Airport and within 5 miles either side of the northwest course of Shreveport radio range extending to the Dixie fan marker.

§ 601.2039 *Tulsa, Okla., control zone.* Within a 5 mile radius of Tulsa Airport, within 2 miles either side of the northeast course of Tulsa radio range extending to the Verdigris River fan marker, within 2 miles either side of the northwest course of Tulsa radio range extending to the Skiatook fan marker and within 2 miles either side of the southwest course of Tulsa radio range extending to the Red Fork fan marker.

§ 601.2040 *Advance, Mo., control zone.* Within a 3 mile radius of the center of the CAA intermediate field and within 2 miles either side of the center line of the south course of Advance radio range extending 10 miles from the radio range station.

§ 601.2041 *Akron, Colo., control zone.* Within a 3 mile radius of the CAA intermediate field and within 2 miles either side of the center line of the north and south courses of Akron radio range extending 10 miles north of the radio range station.

§ 601.2042 *Burlington, Iowa, control zone.* Within a 5 mile radius of Burlington Municipal Airport and within 2 miles either side of the center line of the south course of Burlington radio range extending 10 miles from the radio range station.

§ 601.2043 *Casper, Wyo., control zone.* Within a 5 mile radius of Wardwell Field extending 2 miles either side of the east course of the Casper radio range to the Parkerton fan marker.

[Amdt. 17, 13 F. R. 8607]

§ 601.2044 *Cheyenne, Wyo., control zone.* Within a 5 mile radius of the Cheyenne Municipal Airport extending 2 miles either side of the northwest course of the radio range to the Silver Crown fan marker, and extending 2 miles either side of the east course of the radio range to the Hillsdale fan marker, and extending 2 miles either side of the ILS localizer course to the Hillsdale fan marker.

[Amdt. 17, 13 F. R. 8607]

§ 601.2045 *Colorado Springs, Colo., control zone.* Within a 5 mile radius of Petersen AAF Airport and within 2 miles either side of the center line of the north course of Colorado Springs radio range extending 10 miles from the radio range station.

§ 601.2046 *Columbia, Mo., control zone.* Within a 5 mile radius of Columbia Municipal Airport and within 2 miles either side of the center line of the west course of Columbia radio range extending 10 miles from the radio range station.

§ 601.2047 *Denver, Colo., control zone.* Within a 10 mile radius of Stapleton Field extending 2 miles either side of the north course of the Denver radio range to the Dacono fan marker, and extending 2 miles either side of the south course of the radio range to the Franktown fan marker, and extending 2 miles either side of the east course of the radio range to the Watkins fan marker, and extending 2 miles either side of the ILS localizer course to a point 15 miles northeast of the end of the Northeast-Southwest Runway.

[Amdt. 17, 13 F. R. 8607]

§ 601.2048 *Des Moines, Iowa, control zone.* Within a 5 mile radius of the Des Moines Municipal Airport extending 2 miles either side of the south course of the radio range to a point 10 miles from the radio range station, and within 2 miles either side of the ILS localizer course extending to a point 10 miles southeast of the airport.

[Amdt. 17, 13 F. R. 8607]

§ 601.2049 *Fort Bridger, Wyo., control zone.* Within a 3 mile radius of the CAA intermediate field and within 2 miles either side of the center line of the east course of Fort Bridger radio range extending 10 miles from the radio range station.

§ 601.2050 *Garden City, Kans., control zone.* Within a 5 mile radius of Garden City Municipal Airport and within 2 miles either side of the center line of the north course of Garden City radio range extending 10 miles from the radio range station.

§ 601.2051 *Grand Island, Nebr., control zone.* Within a 5 mile radius of the Grand Island AAF Airport and within 2 miles either side of the center line of the north course of Grand Island radio range extending 10 miles from the radio range station.

§ 601.2052 *Hayes Center, Nebr., control zone.* Within a 3 mile radius of the CAA intermediate field and within 2 miles either side of the west course of Hayes Center radio range extending 10 miles from the radio range station.

§ 601.2053 *Huron, S. Dak., control zone.* Within a 5 mile radius of the Huron Municipal Airport extending 2 miles either side of the southwest course of the radio range to its intersection with the east course of the Pierre, S. Dak., radio range.

[Amdt. 17, 13 F. R. 8607]

§ 601.2054 *Hutchinson, Kans., control zone.* Within a 5 mile radius of the Hutchinson Municipal Airport and within 2 miles either side of the center line of the south course of Hutchinson radio range extending 10 miles from the radio range station.

§ 601.2055 *Joplin, Mo., control zone.* Within a 5 mile radius of the Joplin Municipal Airport and within 2 miles either side of the center line of the north and south courses of Joplin radio range extending 10 miles north of the radio range station.

§ 601.2056 *Kansas City, Mo., control zone.* Within a 5 mile radius of Kansas City Municipal Airport, within 2 miles either side of the center line of the north course of Kansas City radio range extending to the Linkville fan marker and within 2 miles either side of the localizer course (351° outbound) of the Instrument Low Approach System extending 10 miles north of the airport.

§ 601.2057 *Kirksville, Mo., control zone.* Within a 3 mile radius of the Kirksville Municipal Airport and within 2 miles either side of the center line of the southeast course of Kirksville radio range extending 10 miles from the radio range station.

§ 601.2058 *La Junta, Colo., control zone.* Within a 5 mile radius of the La Junta AAF Airport and within 2 miles either side of the center line of the northeast course of La Junta radio range extending 10 miles from the radio range station.

§ 601.2059 *Laramie, Wyo., control zone.* Within a 5 mile radius of General Brees Field and within 2 miles either side of the center line of the northwest course of Laramie radio range extending 10 miles from the radio range station.

§ 601.2060 *Lebo, Kans., control zone.* Within a 3 mile radius of the CAA intermediate field and within 2 miles either side of the center line of the southeast course of Lebo radio range extending 10 miles from the radio range station.

§ 601.2061 *Lincoln, Nebr., control zone.* Within a 5 mile radius of the Lincoln Municipal Airport and within 2 miles either side of the center line of the north course of Lincoln radio range extending 10 miles from the radio range station.

§ 601.2062 *Mason City, Iowa, control zone.* Within a 5 mile radius of Mason City Municipal Airport extending 2 miles either side of a track of 180° true from the Mason City nondirectional radio

beacon to a point 10 miles south of the radio beacon.

[Amdt. 5, 13 F. R. 1230]

§ 601.2063 *North Platte, Nebr., control zone.* Within a 5 mile radius of Lee Bird Field and within 2 miles either side of the center line of the south course of North Platte radio range extending 10 miles from the radio range station.

§ 601.2064 *Omaha, Nebr., control zone.* Within a 5 mile radius of the Omaha Municipal Airport extending 2 miles either side of the north course of the radio range to the Fort Calhoun fan marker and extending 2 miles either side of the ILS localizer course to the Fort Calhoun fan marker.

[Amdt. 17, 13 F. R. 8607]

§ 601.2065 *Pierre, S. Dak., control zone.* Within a 5 mile radius of the Pierre AAF Airport and within 2 miles either side of the center line of the east course of Pierre radio range extending 10 miles from the radio range station.

§ 601.2066 *Pueblo, Colo., control zone.* Within a 5 mile radius of the Pueblo Municipal Airport and within 2 miles either side of the center line of the southeast course of Pueblo radio range extending 10 miles from the radio range station.

§ 601.2067 *Rapid City, S. Dak., control zone.* Within a 5 mile radius of the Rapid City AAF Airport and within 2 miles either side of the center line of the south and north courses of Rapid City radio range extending 10 miles south of the radio range station.

§ 601.2068 *Rock Springs, Wyo., control zone.* Within a 5 mile radius of the Municipal Airport extending 2 miles either side of the east course of the radio range to the Point of Rocks fan marker, and extending 2 miles either side of the ILS localizer course to the Point of Rocks fan marker.

[Amdt. 17, 13 F. R. 8607]

§ 601.2069 *St. Joseph, Mo., control zone.* Within a 5 mile radius of the Rosecrans Field extending 2 miles either side of the south course of the radio range to a point 10 miles from the radio range station and extending 2 miles either side of the ILS localizer course to a point 10 miles from the radio range station.

[Amdt. 17, 13 F. R. 8607]

§ 601.2070 *St. Louis, Mo., control zone.* Within a 5 mile radius of Lambert-St. Louis Municipal Airport extending 2 miles either side of the east course of the St. Louis radio range to the Spanish Lake fan marker and extending 2 miles either side of the ILS localizer course to the Spanish Lake fan marker.

[Amdt. 17, 13 F. R. 8607]

§ 601.2071 *Scottsbluff, Nebr., control zone.* Within a 5 mile radius of Scottsbluff Municipal Airport and within 2 miles either side of the center line of the southeast and northwest courses of Scottsbluff radio range extending 10 miles southeast of the radio range station.

§ 601.2072 *Sheridan, Wyo., control zone.* Within a 5 mile radius of the Municipal Airport extending 2 miles either side of the southeast course of the radio range to the Ucross fan marker.

[Amdt. 17, 13 F. R. 8607]

§ 601.2073 *Sinclair, Wyo., control zone.* Within a 3 mile radius of the Sinclair intermediate field extending 2 miles either side of the west and east courses of the Sinclair radio range to a point 10 miles from the radio range station.

[Amdt. 17, 13 F. R. 8607]

§ 601.2074 *Sioux City, Iowa, control zone.* Within a 5 mile radius of Sioux City Municipal Airport and within 2 miles either side of the center line of the south course of Sioux City radio range extending to the Sloan fan marker.

§ 601.2075 *Springfield, Mo., control zone.* Within a 5 mile radius of Springfield Municipal Airport and within 2 miles either side of the center line of the southeast and northwest courses of Springfield radio range extending 10 miles northwest of the radio range station.

§ 601.2076 *Topeka, Kans., control zone.* Within an 8 mile radius of the Phillip Billard Airport extending 2 miles either side of the north course of the Topeka VHF radio range to a point 10 miles north of the radio range station and 2 miles either side of the ILS localizer course to a point 15 miles northwest of the ILS localizer.

[Amdt. 5, 13 F. R. 1230]

§ 601.2077 *Trinidad, Colo., control zone.* Within a 3 mile radius of Trinidad Municipal Airport and within 2 miles either side of the center line of the north course of Trinidad radio range extending 10 miles from the radio range station.

§ 601.2078 *Vichy, Mo., control zone.* Within a 3 mile radius of Vichy Municipal Airport and within 2 miles either side of the center line of the southeast and northwest courses of Vichy radio range extending 10 miles southeast of the radio range station.

§ 601.2079 *Watertown, S. Dak., control zone.* Within a 5 mile radius of the Watertown AAF Airport and within 2 miles either side of the center line of the east course of Watertown radio range extending 10 miles from the radio range station.

§ 601.2080 *Wichita, Kans., control zone.* Within a 5 mile radius of Wichita Municipal Airport, within 2 miles either side of the center line of the north course of Wichita radio range extending to the Kechi fan marker and within 2 miles either side of the localizer course (192° in-bound) of the Instrument Low Approach System extending 10 miles south of the airport.

§ 601.2081 *Coeur d'Alene, Idaho, control zone.* Within a 3 mile radius of the Coeur d'Alene Air Terminal, Coeur d'Alene, Idaho, and within 2 miles either side of the center line of the north course of Coeur d'Alene radio range, extending to the Coeur d'Alene radio range station.

§ 601.2082 *Akron, Ohio, control zone.* Within a 5 mile radius of the Akron, Ohio, Municipal Airport, extending 2 miles either side of the southwest course of the Akron, Ohio, radio range to a point 10 miles southwest of the radio range station.

[Amdt. 8, 13 F. R. 3581]

§ 601.2083 *Alexandria, Minn., control zone.* Within a 5 mile radius of the Municipal Airport and within 2 miles either side of the center line of the north course of the Alexandria, Minn., radio range, extending 10 miles north of the radio range station.

§ 601.2084 *Battle Creek, Mich., control zone.* Within a 5 mile radius of Kellogg Field and within 2 miles either side of the center line of the south course of the Battle Creek, Mich., radio range, extending 10 miles south of the radio range station.

§ 601.2085 *Bismarck, N. Dak., control zone.* Within a 5 mile radius of the Municipal Airport and within 2 miles either side of the center line of the east course of the Bismarck, N. Dak., radio range, extending 10 miles east of the radio range station.

§ 601.2086 *Chicago, Ill., control zone.* Within a 6 mile radius of the Chicago Municipal Airport extending 2 miles either side of the northwest course of the Chicago radio range to the intersection of the northwest course of the Chicago radio range and the northeast course of the Joliet, Ill., radio range, and within 2 miles either side of the southeast course of the Chicago radio range extending to the intersection of the southeast course of the Chicago radio range and the east course of the Harvey, Ill., radio range, excluding that portion that overlaps the Orchard Airport control zone.

[Amdt. 12, 13 F. R. 5658]

§ 601.2087 *Cincinnati, Ohio, control zone.* Within a 5 mile radius of the Lunken Airport extending 2 miles either side of the southwest and northeast courses of the Cincinnati, Ohio, radio range to the Loveland fan marker.

[Amdt. 8, 13 F. R. 3581]

§ 601.2088 *Dodge City, Kans., control zone.* Within a 5 mile radius of the Dodge City, Kans., Municipal Airport extending 2 miles either side of a track 360° from the Dodge City non-directional radio beacon to a point 10 miles north of the radio beacon.

[Amdt. 6, 13 F. R. 2259]

§ 601.2089 *Cleveland, Ohio, control zone.* Within a 5 mile radius of the Municipal Airport and within 2 miles either side of the center line of the west course of the Cleveland, Ohio, radio range, extending to the Elyria fan marker.

§ 601.2090 *Columbus, Ohio, control zone.* Within a 5 mile radius of the Port Columbus Municipal Airport extending 2 miles either side of the west course of the Columbus, Ohio, radio range to the Hilliard fan marker and extending 2 miles either side of the east course of the Columbus, Ohio, radio range to the Newark fan marker.

[Amdt. 8, 13 F. R. 3581]

§ 601.2091 *Dayton, Ohio, control zone.* Within a 5 mile radius of the Munici-

pal Airport extending 2 miles either side of the west course of the Dayton, Ohio, radio range to the Verona fan marker.

[Amdt. 8, 13 F. R. 3581]

§ 601.2092 *Detroit, Mich., control zone.* Within a 5 mile radius of the Detroit City Airport excluding that portion which lies outside the continental limits of the United States.

[Amdt. 1, 12 F. R. 6130]

§ 601.2093 *Dickinson, N. Dak., control zone.* Within a 5 mile radius of the Municipal Airport and within 2 miles either side of the center line of the north course of the Dickinson radio range, extending 10 miles north of the radio range station.

§ 601.2094 *Duluth, Minn., control zone.* Within a 5 mile radius of the Williamson-Johnson Airport and within 2 miles either side of the center line of the south course of the Duluth, Minn., radio range, extending 10 miles south of the radio range station.

§ 601.2095 *Effingham, Ill., control zone.* Within a 5 mile radius of the Effingham Airport and within 2 miles either side of the center line of the east course of the Effingham, Ill., radio range, extending 10 miles east of the radio range station.

§ 601.2096 *Evansville, Ind., control zone.* Within a 5 mile radius of the Municipal Airport and within 2 miles either side of the center line of the north course of the Evansville, Ind., radio range, extending 10 miles north of the radio range station.

§ 601.2097 *Fargo, N. Dak., control zone.* Within a 5 mile radius of Hector Field and within 2 miles either side of the center line of the east course of the Fargo, N. Dak., radio range, extending 10 miles east of the radio range station.

§ 601.2098 *Flint, Mich., control zone.* Within a 5 mile radius of the Bishop Airport extending 2 miles either side of a track of 344° magnetic to a point 10 miles northwest of the airport.

[Amdt. 8, 13 F. R. 3581]

§ 601.2099 *Fort Wayne, Ind., control zone.* Within a 5 mile radius of Bear Field and within 2 miles either side of the center line of the southwest course of the Fort Wayne, Ind., radio range, extending 10 miles southwest of the radio range station.

§ 601.2100 *Glenview, Ill., control zone.* Within a 5 mile radius of the Glenview, Ill., Naval Air Station and within 2 miles either side of the center line of the northwest course of the Glenview, Ill., radio range, extending 10 miles northwest of the radio range station.

§ 601.2101 *Goshen, Ind., control zone.* Within a 5 mile radius of the Goshen Airport and within 2 miles either side of the center line of the west course of the Goshen, Ind., radio range, extending 10 miles west of the radio range station.

§ 601.2102 *Grand Forks, N. Dak., control zone.* Within a 5 mile radius of the Municipal Airport and within 2 miles either side of the center line of the south course of the Grand Forks, N. Dak., radio range, extending 10 miles south of the radio range station.

§ 601.2103 *Grand Rapids, Mich., control zone.* Within a 5 mile radius of the Kent County Airport and within 2 miles either side of the center line of the southeast course of the Grand Rapids radio range, extending 10 miles southeast of the radio range station.

§ 601.2104 *Huntington, W. Va., control zone.* Within a 5 mile radius of the Mayes Airport, Chesapeake, Ohio, and within 2 miles either side of the center line of the west course of the Huntington, W. Va., radio range, extending 10 miles west of the radio range station.

§ 601.2105 *Indianapolis, Ind., control zone.* Within a 5 mile radius of the Weir-Cook Municipal Airport extending 2 miles either side of the west course of the Indianapolis radio range to the Greencastle Fan Marker.

[Amdt. 6, 13 F. R. 2259]

§ 601.2106 *Jamestown, N. Dak., control zone.* Within a 5 mile radius of the Municipal Airport and within 2 miles either side of the center line of the east course of the Jamestown, N. Dak., radio range, extending 10 miles east of the radio range station.

§ 601.2107 *Joliet, Ill., control zone.* Within a 5 mile radius of the Municipal Airport extending 2 miles either side of the west course of the adio range to a point 10 miles west of the radio range station.

[Amdt. 17, 13 F. R. 8607]

§ 601.2108 *Lansing, Mich., control zone.* Within a 5 mile radius of the Capital City Airport and within 2 miles either side of the center line of the east course of the Lansing, Mich., radio range, extending 10 miles east of the radio range station.

§ 601.2109 *La Fayette, Ind., control zone.* Within a 5 mile radius of the Purdue University Airport and within 2 miles either side of the center line of the southwest course of the La Fayette, Ind., radio range, extending 10 miles southwest of the radio range station.

§ 601.2110 *Lone Rock, Wis., control zone.* Within a 5 mile radius of the Lone Rock, Wis., Municipal Airport and within 2 miles either side of the center line of the west course of the Lone Rock radio range, extending 10 miles west of the radio range station.

§ 601.2111 *Louisville, Ky., control zone.* Within a 5 mile radius of Bowman Field and within 2 miles either side of the center line of the east course of the Louisville, Ky., radio range, extending to the Eastwood fan marker.

§ 601.2112 *Madison, Wis., control zone.* Within a 5 mile radius of the Truax Airport and within 2 miles either side of the center line of the southeast course of the Madison, Wis., radio range, extending 10 miles southeast of the radio range station.

§ 601.2113 *Milwaukee, Wis., control zone.* Within a 5 mile radius of the General Mitchell Airport and within 2 miles either side of the center line of the south course of the Milwaukee, Wis., radio range, extending to the Kenosha fan marker.

§ 601.2114 *Minneapolis, Minn., control zone.* Within a 5 mile radius of the Wold-Chamberlain Airport extending 2 miles either side of the ILS course to the ILS outer marker.

[Amdt. 5, 13 F. R. 1230]

§ 601.2115 *Minot, N. Dak., control zone.* Within a 5 mile radius of the Port O'Minot Field and within 2 miles either side of the center line of the southeast course of the Minot radio range, extending 10 miles southeast of the radio range station.

§ 601.2116 *Moline, Ill., control zone.* Within a 5 mile radius of the Moline Municipal Airport extending 2 miles either side of the ILS localizer course to a point 16 miles northwest of the ILS localizer.

[Amdt. 8, 13 F. R. 3581]

§ 601.2117 *Muskegon, Mich., control zone.* Within a 5 mile radius of the Muskegon County Airport and within 2 miles either side of the center line of the southeast course of the Muskegon, Mich., radio range, extending 10 miles southeast of the radio range station.

§ 601.2118 *Pembina, N. Dak., control zone.* Within a 5 mile radius of the Pembina Airport and within 2 miles either side of the center line of the south course of the Pembina, N. Dak., radio range, extending 10 miles south of the radio range station, excluding that portion which lies outside the continental limits of the United States.

§ 601.2119 *Peoria, Ill., control zone.* Within a 5 mile radius of the Municipal Airport and within 2 miles either side of the center line of the north course of the Peoria, Ill., radio range, extending 10 miles north of the radio range station.

§ 601.2120 *Rochester, Minn., control zone.* Within a 5 mile radius of the Municipal Airport and within 2 miles either side of the center line of the south course of the Rochester, Minn., radio range, extending 10 miles south of the radio range station.

§ 601.2121 *Rockford, Ill., control zone.* Within a 5 mile radius of the Machesney Airport and within 2 miles either side of the center line of the west course of the Rockford, Ill., radio range, extending 10 miles west of the radio range station.

[Amdt. 8 13 F. R. 3581]

§ 601.2122 *Detroit, Mich., control zone.* Within a 5 mile radius of the Detroit-Wayne Major Airport extending 2 miles either side of the west course of the radio range to the Saline fan marker, including the area within a 6 mile radius of the Willow Run Airport.

[Amdt. 22, 14 F. R. 2894]

§ 601.2123 *South Bend, Ind., control zone.* Within a 5 mile radius of the Bendix Airport within 2 miles either side of

the center line of the west course of South Bend, Ind., radio range, extending 10 miles west of the radio range station and within 2 miles either side of the center line of the east course of South Bend radio range, extending to the Union intersection (intersection of north course of Goshen radio range, Goshen, Ind., and east course of South Bend, Ind., radio range).

§ 601.2124 *Roswell, N. Mex., control zone.* Within a 30 mile radius of the Walker Air Force Base, Roswell, N. Mex.

[Amdt. 12, 13 F. R. 5658]

§ 601.2125 *Terre Haute, Ind., control zone.* Within a 5 mile radius of Hulman Field and within 2 miles either side of the center line of the west course of Terre Haute, Ind., radio range, extending 10 miles west of the radio range station.

§ 601.2126 *Toledo, Ohio, control zone.* Within a 5 mile radius of the Municipal Airport and within 2 miles either side of the center line of the south course of the Toledo, Ohio, radio range, extending to the Bowling Green fan marker.

§ 601.2127 *Youngstown, Ohio, control zone.* Within a 5 mile radius of the Municipal Airport and within 2 miles either side of the center line of the north course of the Youngstown, Ohio, radio range, extending 10 miles north of the radio range station.

§ 601.2128 *Wilmington, N. C., control zone.* Within a 5 mile radius of the New Hanover County Airport, Wilmington, N. C., extending 2 miles either side of the northeast and southwest courses of the Wilmington, N. C., VHF radio range to a point 10 miles northeast of the radio range station.

[Amdt. 22, 14 F. R. 2894]

§ 601.2129 *Bowling Green, Ky., control zone.* Within a 5 mile radius of Bowling Green, Ky., Airport and within 2 miles either side of the center line of the southeast course of Bowling Green radio range, extending 10 miles southeast of the radio range station.

§ 601.2130 *Atlanta, Ga., control zone.* Within a 5 mile radius of the Municipal Airport, within 2 miles either side of the center line of the southeast course of the Atlanta, Ga., radio range, extending to the Jonesboro fan marker and within 2 miles either side of the center line of the northwest course of the Atlanta radio range, extending 10 miles northwest of the radio range station.

§ 601.2131 *Augusta, Ga., control zone.* Within a 5 mile radius of Daniel Field and within 2 miles either side of the center line of the southwest course of the Augusta, Ga., radio range, extending 10 miles southwest of the radio range station.

§ 601.2132 *Biloxi, Miss., control zone.* Within a 5 mile radius of Keesler Field and within 2 miles either side of the center line of the northeast course of Keesler Field radio range, extending 5 miles northeast of the radio range station.

§ 601.2133 *Birmingham, Ala., control zone.* Within a 5 mile radius of Birmingham Airport and within 2 miles either side of the center line of the north course of the Birmingham, Ala., radio range, extending 10 miles north of the Birmingham, Ala., radio range station.

§ 601.2134 *Charleston, S. C., control zone.* Within a 5 mile radius of the Municipal Airport and within 2 miles either side of the center line of the northwest course of the Charleston, S. C., radio range, extending to the Summerville fan marker.

§ 601.2135 *Charlotte, N. C., control zone.* Within a 5 mile radius of Douglas Airport and within 2 miles either side of the center line of the south course of Charlotte, N. C., radio range, extending 5 miles south of the radio range station.

§ 601.2136 *Chattanooga, Tenn., control zone.* Within a 5 mile radius of Lovell Field and within 2 miles either side of the center line of the northeast course of the Chattanooga, Tenn., radio range, extending 10 miles northeast of the radio range station.

§ 601.2137 *Columbia, S. C., control zone.* Within a 5 mile radius of Lexington County Airport and within 2 miles either side of the center line of the east and west courses of the Columbia, S. C., radio range, extending 5 miles east of the radio range station.

§ 601.2138 *Crestview, Fla., control zone.* Within a 5 mile radius of Crestview Airport and within 2 miles either side of the center line of the east course of Crestview, Fla., radio range, extending 10 miles east of the radio range station.

§ 601.2139 *Cress City, Fla., control zone.* Within a 5 mile radius of Cress City Airport and within 2 miles either side of the center line of the southeast course of Cress City, Fla., radio range, extending 10 miles southeast of the radio range station.

§ 601.2140 *Daytona Beach, Fla., control zone.* Within a 5 mile radius of Daytona Beach Airport and within 2 miles either side of the center line of the west course of Daytona Beach, Fla., radio range, extending 10 miles west of the radio range station.

§ 601.2141 *Dothan, Ala., control zone.* Within a 5 mile radius of Dothan Airport and within 2 miles either side of the center line of the southwest course of Dothan, Ala., radio range, extending 10 miles southwest of the radio range station.

§ 601.2142 *Florence, S. C., control zone.* Within a 5 mile radius of Florence Airport and within 2 miles either side of the center line of the east course of Florence, S. C., radio range, extending 10 miles southeast of the radio range station.

§ 601.2143 *Fort Myers, Fla., control zone.* Within a 5 mile radius of Page Field and within 2 miles either side of the center line of the southwest course of Fort Myers, Fla., radio range, extending 10 miles southwest of the radio range station.

§ 601.2144 *Greensboro, N. C., control zone.* Within a 5 mile radius of the Greensboro-High Point Airport and within 2 miles either side of the center line of the northeast course of the Greensboro, N. C., radio range, extending 10 miles northeast of the radio range station.

§ 601.2145 *Greenville, S. C., control zone.* Within a 5 mile radius of the Greenville Airport and within 2 miles either side of the center line of the south course of Greenville, S. C., radio range, extending 10 miles south of the radio range station.

§ 601.2146 *Greenwood, Miss., control zone.* Within a 5 mile radius of the Municipal Airport and within 2 miles either side of the center line of the east course of Greenwood, Miss., radio range, extending 10 miles east of the radio range station.

§ 601.2147 *Jack's Creek, Tenn., control zone.* Within a 5 mile radius of Jack's Creek intermediate field and within 2 miles either side of the center line of the north course of Jack's Creek, Tenn., radio range, extending 10 miles north of the radio range station.

§ 601.2148 *Jackson, Miss., control zone.* Within a 5 mile radius of Jackson Airport and within 2 miles either side of the center line of the north course of Jackson, Miss., radio range, extending to the Flora fan marker.

§ 601.2149 *Jacksonville, Fla., control zone.* Within a 5 mile radius of Municipal Airport No. 1 and within 2 miles either side of the center line of the east course of Jacksonville, Fla., radio range, extending to the Fort George Island fan marker.

§ 601.2150 *Key West, Fla., control zone.* Within a 5 mile radius of Meacham Airport and within 2 miles either side of the center line of the west course of Key West, Fla., radio range, extending 10 miles west of the radio range station.

§ 601.2151 *Knoxville, Tenn., control zone.* Within a 5 mile radius of the McGhee-Tyson Airport extending 2 miles either side of the north course of the radio range to the Inskip fan marker.

[Amdt. 17, 13 F. R. 8607]

§ 601.2152 *Macon, Ga., control zone.* Within a 5 mile radius of Cochran Field extending 2 miles either side of the northwest course of the radio range to a point 10 miles northwest of the range station.

[Amdt. 17, 13 F. R. 8607]

§ 601.2153 *Melbourne, Fla., control zone.* Within a 5 mile radius of Melbourne Airport and within 2 miles either side of the center line of the north course of Melbourne, Fla., radio range, extending 10 miles north of the radio range station.

§ 601.2154 *Memphis, Tenn., control zone.* Within a 5 mile radius of the Municipal Airport and within 2 miles either side of the center line of the south course of Memphis, Tenn., radio range, extending to the Nesbitt fan marker.

§ 601.2155 *Meridian, Miss., control zone.* Within a 5 mile radius of Key Field and within 2 miles either side of the

center line of the northwest course of Meridian, Miss., radio range, exending 10 miles northwest of the radio range station.

§ 601.2156 *Miami, Fla., control zone.* Within a 5 mile radius of the Miami International Airport and within 2 miles either side of the east and west courses of the Miami radio range extending west to the Krome Fan Marker.

[Amdt. 12, 13 F. R. 5658]

§ 601.2157 *Mobile, Ala., control zone.* Within a 5 mile radius of Bates Field, within 2 miles either side of a direct line between Bates Field and Mobile radio range station and within 2 miles either side of the center line of the northeast course of Mobile, Ala., radio range, extending 10 miles northeast of the radio range station.

§ 601.2158 *Mobile, Ala., control zone.* Within a 5 mile radius of Brookley Field and within 2 miles either side of the center line of the northwest course of Mobile, Ala., radio range, extending 10 miles northwest of the radio range station.

§ 601.2159 *Montgomery, Ala., control zone.* Within a 5 mile radius of Maxwell Field, and within 2 miles either side of the center line of the west course of Maxwell radio range, extending 10 miles west of the radio range station.

§ 601.2160 *Muscle Shoals, Ala., control zone.* Within a 5 mile radius of Muscle Shoals Airport and within 2 miles either side of the center line of the southeast course of Muscle Shoals radio range, extending 10 miles southeast of the radio range station.

§ 601.2161 *Nashville, Tenn., control zone.* Within a 5 mile radius of Berry Field and within 2 miles either side of the center line of the east course of Nashville, Tenn., radio range, extending to the Mount Juliet fan marker.

§ 601.2162 *Orlando, Fla., control zone.* Within a 5 mile radius of the Municipal Airport and within 2 miles either side of the center line of the northeast course of Orlando, Fla., radio range, extending 10 miles northeast of the radio range station.

§ 601.2163 *Pensacola, Fla., control zone.* Within a 5 mile radius of the Municipal Airport and within 2 miles either side of the center line of the south course of Pensacola, Fla., radio range, extending 10 miles south of the radio range station.

§ 601.2164 *Raleigh, N. C., control zone.* Within a 5 mile radius of Raleigh-Durham Airport and within 2 miles either side of the center line of the southeast course of Raleigh, N. C., radio range, extending 10 miles southeast of the radio range station.

§ 601.2165 *Savannah, Ga., control zone.* Within a 5 mile radius of Hunter Field and within 2 miles either side of the center line of the southwest course of Savannah, Ga., radio range, extending to Richmond Hill fan marker.

§ 601.2166 *Spartanburg, S. C., control zone.* Within a 5 mile radius of Memorial Airport and within 2 miles either side of the center line of the southwest course of Spartanburg, S. C., radio range, extending 10 miles southwest of the radio range station.

§ 601.2167 *Tallahassee, Fla., control zone.* Within a 5 mile radius of Dale Mabry Field and within 2 miles either side of the center line of the northwest course of Tallahassee, Fla., radio range, extending 10 miles northwest of the radio range station.

§ 601.2168 *Tampa, Fla., control zone.* Within a 5 mile radius of Drew Field, within 2 miles either side of a direct line between Drew Field and Tampa, Fla., radio range station, and within 2 miles either side of the center line of the south course of Tampa radio range, extending 10 miles south of the radio range station.

§ 601.2169 *Tri-City, Tenn., control zone.* Within a 5 mile radius of the Tri-City Airport and within 2 miles either side of the center line of the northeast course of Tri City, Tenn., radio range, extending 10 miles northeast of the radio range station.

§ 601.2170 *West Palm Beach, Fla., control zone.* Within a 5 mile radius of Morrison Field and within 2 miles either side of the center line of the west course of West Palm Beach, Fla., radio range, extending 10 miles west of the radio range station.

§ 601.2171 *Winston-Salem, N. C., control zone.* Within a 5 mile radius of Smith-Reynolds Airport and within 2 miles either side of the center line of the southeast and northwest courses of Winston-Salem radio range, extending 10 miles southeast of the radio range station.

§ 601.2172 *Alma, Ga., control zone.* Within a 5 mile radius of Alma Intermediate Field and within 2 miles either side of the center line of the northwest course of the Alma, Ga., radio range, extending 10 miles northwest of the radio range station.

§ 601.2173 *Bakersfield, Calif., control zone.* Within a 5 mile radius of the Bakersfield-Kern County Airport and within 2 miles either side of the center line of the northwest course of Bakersfield, Calif., radio range, extending 11 miles northwest of the radio range station.

§ 601.2174 *Burbank, Calif., control zone.* Within a 5 mile radius of the Lockheed Air Terminal extending to and including a 3 mile radius of the Grand Central Airport, Glendale, Calif., and 2 miles either side of the northwest course of the Burbank radio range to a point 7 miles northwest of the radio range station.

[Amdt. 5, 13 F. R. 1231]

§ 601.2175 *El Centro, Calif., control zone.* Within a 5 mile radius of the Naval Air Station extending to and including a 2 mile radius of the El Centro radio range station and 2 miles either side of the east course of the El Centro radio range to a point 10 miles east of the radio range station.

[Amdt. 5, 13 F. R. 1231]

§ 601.2176 *Fresno, Calif., control zone.* Within a 5 mile radius of Hammer Field extending to and including a 3 mile radius of Chandler Field, and extending 2 miles either side of the northwest and southeast courses of the Fresno, Calif., radio range to a point 10 miles from the radio range station.

[Amdt. 8, 13 F. R. 3581]

§ 601.2177 *Las Vegas, Nev., control zone.* Within a 5 mile radius of McCarran Field, Las Vegas, Nev., extending 2 miles either side of the southwest course of the Las Vegas, Nev., radio range to and including a 5 mile radius of the Las Vegas, Nev., Air Force Base.

[Amdt. 22, 14 F. R. 2894]

§ 601.2178 *Long Beach, Calif., control zone.* Within a 5 mile radius of the Municipal Airport (Daugherty Field) extending to and including a 5 mile radius of the Los Alamitos Naval Air Station and 2 miles either side of the southeast course of the Long Beach radio range to the Huntington Beach fan marker.

[Amdt. 5, 13 F. R. 1231]

§ 601.2179 *Los Angeles, Calif., control zone.* Within a 5-mile radius of the Municipal Airport extending 2 miles either side of the east course of the Los Angeles, Calif., radio range to a point 6 miles east of the airport and extending 2 miles either side of the northwest course of the Los Angeles, Calif., radio range to the Burbank, Calif., control zone.

[Amdt. 8, 13 F. R. 3581]

§ 601.2180 *Oakland, Calif., control zone.* Within a 5 mile radius of the Municipal Airport within 2 miles either side of the center line of the southeast course of the Oakland, Calif., radio range, extending to Newark fan marker, within 2 miles either side of the center line of the northwest course of Oakland radio range, extending to Richmond intersection (intersection northwest course of Oakland radio range and southwest course of Fairfield radio range, Fairfield, Calif.), within 2 miles either side of the center line of the northeast course of Oakland radio range, extending to Bay Point fan marker and within 2 miles either side of the center line of the southwest course of Oakland radio range, extending 6.25 miles southwest of the radio range station.

§ 601.2181 *Ogden, Utah, control zone.* Within a 5 mile radius of the Ogden Municipal Airport (Hinckley Field) extending to and including a 3 mile radius of Hill Field and within 2 miles either side of the south course of the Ogden, Utah, radio range to the Layton, Utah, fan marker.

[Amdt. 6, 13 F. R. 2259]

§ 601.2182 *Palmdale, Calif., control zone.* Within a 3 mile radius of the Palmdale Airport and within 2 miles either side of the center line of the northeast course of Palmdale, Calif., radio range, extending 10 miles northeast of the radio range station.

§ 601.2183 *Grand Junction, Colo., control zone.* Within a 5 mile radius of the Grand Junction Municipal Airport ex-

tending 2 miles either side of the ILS localizer course to a point 10 miles northwest of the ILS localizer, and extending 2 miles either side of the east course of the Grand Junction, Colo., VHF radio range to the radio range station.

[Amdt. 6, 13 F. R. 2259]

§ 601.2184 *Prescott, Ariz., control zone.* Within a 5 mile radius of the Municipal Airport (Ernest Love Field) and within 2 miles either side of the center line of the southeast course of Prescott, Ariz., radio range to and including the area within a 2 mile radius of Prescott radio range station.

§ 601.2185 *Sacramento, Calif., control zone.* Within a 5 mile radius of the Sacramento Municipal Airport extending 2 miles either side of the southwest course of the Sacramento radio range to a point 10 miles southwest of the radio range station and within a 5 mile radius centered on McClellan Field and a 5 mile radius centered on Mather Field, and within 5 miles either side of a magnetic course of 40° magnetic (58° true) from Mather Field extending for a distance of 12 miles from Mather Field and within the area inside of tangent lines drawn from the circumference of the 5 mile Sacramento area to the circumference of the McClellan and Mather 5 mile areas.

[Amdt. 10, 13 F. R. 4731]

§ 601.2186 *San Diego, Calif., control zone.* Within a 5 mile radius of the Municipal Airport (Lindbergh Field), extending 2 miles either side of the north course of the San Diego radio range to the La Jolla fan marker and including a 5 mile radius of the Miramar, Calif., Naval Auxilliary Air Station.

[Amdt. 6, 13 F. R. 2259]

§ 601.2187 *San Francisco, Calif. control zone.* Within a 5 mile radius of the Municipal Airport (Mills Field), within 2 miles either side of the center line of the southeast course of San Francisco, Calif., radio range, extending to Belmont fan marker, within 2 miles either side of the center line of the northeast course of San Francisco radio range, extending 6.25 miles northeast of the radio range station and within 2 miles either side of the center line of the northwest course of the San Francisco radio range, extending to Golden Gate intersection (intersection northwest course of San Francisco radio range and southwest course of Fairfield radio range).

§ 601.2188 *Salt Lake City, Utah, control zone.* Within a 5 mile radius of Municipal Airport No. 1, within 2 miles either side of the center line of the north course of Salt Lake City, Utah radio range, extending to Layton fan marker and within 2 miles either side of the center line of the west course of the Salt Lake City radio range, extending 10 miles west of the radio range station.

§ 601.2189 *Olathe, Kans., control zone.* Within a 10 mile radius of the Naval Air Station excluding that portion which lies within Green civil airway No. 4 and extending 2 miles either side of the south course of the Olathe, Kans., Navy radio range to a point 10 miles south of the radio range station.

[Amdt. 6, 13 F. R. 2259]

§ 601.2190 *Atlantic City, N. J., control zone.* Within a 7 mile radius of the Naval Air Station extending 2 miles either side of the southeast course of the Atlantic City, N. J., Navy radio range to a point 8 miles southeast of the radio range station excluding that portion which lies within danger areas.

[Amdt. 7, 13 F. R. 2650]

§ 601.2191 *Zanesville, Ohio, control zone.* Within a 5 mile radius of the Zanesville Airport extending 2 miles either side of a track 180° magnetic to a point 10 miles south of the airport.

[Amdt. 8, 13 F. R. 3581]

§ 601.2192 *Mana, Kauai, T. H., control zone.* Within a 3 mile radius of the Barking Sands AFB extending 3 miles on the south side of the west course of the Port Allen radio range to the Port Allen radio range station, excluding that portion overlapping the Barking Sands Danger Area.

[Amdt. 17, 13 F. R. 8607]

§ 601.2193 *Kahului, Maui, T. H., control zone.* Within a 5 mile radius of the Kahului Airport extending 2 miles either side of the north course of the Maui radio range to the Maui radio range station.

[Amdt. 5, 13 F. R. 1231]

§ 601.2194 *Hilo, Hawaii, T. H., control zone.* Within a 5 mile radius of the Hilo General Lyman Airport extending 2 miles either side of the east course of the Hilo radio range to a point 10 miles east of the radio range station.

[Amdt. 5, 13 F. R. 1231]

§ 601.2195 *Windsor Locks, Conn., control zone.* Within a 5 mile radius of Bradley Field extending 2 miles either side of the ILS localizer course to a point 10 miles from the ILS localizer.

[Amdt. 5, 13 F. R. 1231]

§ 601.2196 *New Castle, Del., control zone.* Within a 5 mile radius of the New Castle Army Air Field extending 2 miles either side of the south course of the New Castle radio range to a point 10 miles south of the radio range station.

[Amdt. 5, 13 F. R. 1231]

§ 601.2197 *Morgantown, W. Va., control zone.* Within a 5 mile radius of the Morgantown Airport extending 2 miles either side of the southeast and northwest courses of the Morgantown radio range to a point 10 miles northwest of the radio range station.

[Amdt. 5, 13 F. R. 1231]

§ 601.2198 *Montpelier, Vt., control zone.* Within a 5 mile radius of the Barre-Montpelier Airport extending 2 miles either side of the northeast course of the Montpelier radio range to a point 10 miles northeast of the radio range station.

[Amdt. 5, 13 F. R. 1231]

§ 601.2199 *Syracuse, N. Y., control zone.* Within a 5 mile radius of the Syracuse Municipal Airport extending 2 miles either side of the north course of the Syracuse radio range to a point 10 miles north of the radio range station.

[Amdt. 5, 13 F. R. 1231]

§ 601.2200 *Allentown, Pa., control zone.* Within a 5 mile radius of the Allentown-Bethlehem Airport extending 2 miles either side of the northeast course of the Allentown radio range to a point 10 miles from the radio range station.

[Amdt. 5, 13 F. R. 1231]

§ 601.2201 *Williamsport, Pa., control zone.* Within a 5 mile radius of the Williamsport Municipal Airport extending 2 miles either side of the west course of the Williamsport radio range to the radio range station.

[Amdt. 5, 13 F. R. 1231]

§ 601.2202 *Philadelphia, Pa., control zone.* Within a 5 mile radius of the North Philadelphia Airport extending 2 miles either side of the northeast course of the Philadelphia radio range to a point 10 miles northeast of the radio range station.

[Amdt. 8, 13 F. R. 3581]

§ 601.2203 *Martinsburg, W. Va., control zone.* Within a 5 mile radius of the Martinsburg Airport extending 2 miles either side of the southwest course of the Martinsburg radio range to a point 10 miles southwest of the radio range station.

[Amdt. 5, 13 F. R. 1231]

§ 601.2204 *Presque Isle, Maine, control zone.* Within a 5 mile radius of the Presque Isle Army Air Field extending 5 miles either side of the south course of the Spragueville radio range to a point 10 miles south of the radio range station.

[Amdt. 5, 13 F. R. 1231]

§ 601.2205 *Chincoteague, Va., control zone.* Within a 5 mile radius of the Naval Air Station extending 2 miles either side of the west course of the Chincoteague radio range to a point 8 miles west of the radio range station excluding that portion which lies within danger areas.

[Amdt. 5, 13 F. R. 1231]

§ 601.2206 *New York, N. Y., control zone.* Within a 5 mile radius of LaGuardia Field extending 5 miles to either side of the northeast course of the LaGuardia field radio range to the Port Chester fan marker.

[Amdt. 5, 13 F. R. 1231]

§ 601.2207 *White Plains, N. Y., control zone.* Within a 5 mile radius of the West Chester County Airport extending 2 miles either side of the ILS localizer course to the ILS outer marker.

[Amdt. 5, 13 F. R. 1231]

§ 601.2208 *Stockton, Calif., control zone.* Within a 5 mile radius of the Municipal Airport extending 2 miles either side of the southeast course of the Stockton radio range to a point 10 miles southeast of the radio range station.

[Amdt. 5, 13 F. R. 1231]

§ 601.2209 *Tucson, Ariz., control zone.* Within a 5 mile radius of the Davis-

Monthan Army Air Field extending to and including a 5 mile radius of Tucson Municipal Airport No. 2.

[Amdt. 5, 13 F. R. 1231]

§ 601.2210 *Santa Barbara, Calif., control zone.* Within a 5 mile radius of the Municipal Airport extending 2 miles either side of the west course of the Santa Barbara radio range to a point 10 miles west of the radio range station.

[Amdt. 5, 13 F. R. 1231]

§ 601.2211 *Cherry Point, N. C., control zone.* Within a 5 mile radius of the Marine Corps Air Station excluding that portion above 10,000 feet mean sea level.

[Amdt. 5, 13 F. R. 1231]

§ 601.2212 *Topeka, Kans., control zone.* Within a 5 mile radius of the Topeka Army Air Field excluding that portion which lies within the Phillip Billard Airport control zone, and extending 2 miles either side of the southwest course of the Topeka Army radio range to a point 10 miles southwest of the radio range station.

[Amdt. 5, 13 F. R. 1231]

§ 601.2213 *Fort Riley, Kans., control zone.* Within a 5 mile radios of the Marshall Army Air Field extending ½ mile west and 4 miles east of the northeast course of the Marshall radio range to a point 10 miles northeast of the radio range station.

[Amdt. 5, 13 F. R. 1231]

§ 601.2214 *Goodland, Kans., control zone.* Within a 5 mile radius of the Goodland Municipal Airport extending 2 miles either side of the north course of the Goodland VHF radio range to a point 10 miles north of the radio range station.

[Amdt. 5, 13 F. R. 1231]

§ 601.2215 *San Juan, P. R., control zone.* Within a 5 mile radius of the Naval Air Station extending 2 miles either side of the west course of the San Juan radio range to a point 10 miles west of the radio range station.

[Amdt. 5, 13 F. R. 1231]

§ 601.2216 *Seattle, Wash., control zone.* Within a 5 mile radius of the Naval Air Station extending 1½ miles either side of a track 341° true to a point 7 miles northwest of the airport excluding that portion west of a line connecting Latitude 47°44'00", Longitude 122°20'10" and Latitude 47°37'00", Longitude 122°-19'10".

[Amdt. 5, 13 F. R. 1231]

§ 601.2217 *Aberdeen, S. Dak., control zone.* Within a 5 mile radius of the Aberdeen Airport extending 2 miles either side of the south course of the Aberdeen radio range to a point 10 miles south of the radio range station.

[Amdt. 5, 13 F. R. 1231]

§ 601.2218 *Sioux Falls, S. Dak., control zone.* Within a 5 mile radius of the Sioux Falls Municipal Airport extending 2 miles either side of the northwest course of the Sioux Falls radio range to a point 10 miles northwest of the radio range station.

[Amdt. 5, 13 F. R. 1231]

§ 601.2219 *Iowa City, Iowa, control zone.* Within a 5 mile radius of the Iowa City Airport extending 2 miles either side of a track 85° magnetic from the airport to its intersection with the north course of the Burlington, Iowa, radio range.

[Amdt. 8, 13 F. R. 3581]

§ 601.2220 *Lubbock, Tex., control zone.* Within a 5 mile radius of the South Plains Army Air Field extending 2 miles either side of the east course of the Lubbock radio range to the radio range station.

[Amdt. 5, 13 F. R. 1232]

§ 601.2221 *La Crosse, Wis., control zone.* Within a 5 mile radius of the La Crosse Municipal Airport extending 2 miles either side of the northwest course of the La Crosse radio range to a point 10 miles northwest of the radio range station.

[Amdt. 5, 13 F. R. 1232]

§ 601.2222 *Austin, Tex., control zone.* Within a 5 mile radius of the Robert Mueller Airport extending 2 miles either side of the northwest course of the Austin, Tex., radio range to the Lake Travis fan marker, and extending 2 miles either side of the Austin, Tex., ILS localizer course to the ILS outer marker.

[Amdt. 6, 13 F. R. 2259]

§ 601.2223 *Charleston, W. Va., control zone.* Within a 5 mile radius of the Kanawha County Airport extending 2 miles either side of the east and west courses of the Charleston, W. Va., radio range to a point 10 miles west of radio range station.

[Amdt. 6, 13 F. R. 2259]

§ 601.2224 *Anderson, S. C., control zone.* Within a 5 mile radius of the Anderson Airport extending 2 miles either side of the southwest course of the Spartanburg, S. C., radio range to a point 10 miles southwest of the Anderson Airport.

[Amdt. 6, 13 F. R. 2259]

§ 601.2225 *Mansfield, Ohio, control zone.* Within a 5 mile radius of the Mansfield Municipal Airport extending 2 miles either side of a track 310° magnetic to a point 10 miles northwest of the airport.

[Amdt. 6, 13 F. R. 2259]

§ 601.2226 *Springfield, Ill., control zone.* Within a 5 mile radius of the Capital Airport extending 2 miles either side of the southwest course of the Springfield, Ill., radio range to a point 10 miles southwest of the radio range station.

[Amdt. 6, 13 F. R. 2259]

§ 601.2227 *Salina, Kans., control zone.* Within a 10 mile radius of the Smoky Hill Air Force Base extending 2 miles either side of the north course of the Salina, Kans., VHF radio range to a point 10 miles north of the radio range station excluding that portion which lies within danger areas.

[Amdt. 6, 13 F. R. 2259]

§ 601.2228 *Fairbanks, Alaska, control zone.* Within a 5 mile radius of the Municipal Airport (Weeks-Fairbanks), extending 2 miles either side of the west course of the Fairbanks, Alaska, radio range to the radio range station.

[Amdt. 6, 13 F. R. 2259]

§ 601.2229 *Fairfield, Calif., control zone.* Within a 5 mile radius of the Fairfield-Suisun Air Force Base extending 2 miles either side of the southwest course of the Fairfield-Suisun Army radio range to the intersection of the southwest course of the Fairfield-Suisun Army radio range and the northwest course of the Oakland, Calif., radio range, and extending 3 miles either side of the northeast course of the Fairfield-Suisun Army radio range to a point 20 miles northeast of the radio range station.

[Amdt. 6, 13 F. R. 2259]

§ 601.2230 *Brunswick, Ga., control zone.* Within a 5 mile radius of the McKinnon Airport extending 2 miles either side of the north course of the Jacksonville, Fla., radio range to a point 10 miles north of the airport.

[Amdt. 6, 13 F. R. 2259]

§ 601.2231 *Vero Beach, Fla., control zone.* Within a 5 mile radius of the Vero Beach Airport extending 2 miles either side of a track 290° magnetic to a point 10 miles west of the airport.

[Amdt. 22, 14 F. R. 2895]

§ 601.2232 *Norfolk, Va., control zone.* Within a 5 mile radius of the Naval Air Station excluding that portion which lies within the Norfolk Municipal Airport control zone.

[Amdt. 8, 13 F. R. 3581]

§ 601.2233 *Quonset Point, R. I., control zone.* Within a 5 mile radius of the Naval Air Station excluding that portion which lies within the Providence, R. I., control zone.

[Amdt. 8, 13 F. R. 3581]

§ 601.2234 *Miami, Fla., control zone.* Within a 5 mile radius of the Naval Air Station centered on Latitude 25°52'45", Longitude 80°15'00", excluding that portion which lies within the Miami International Airport control zone.

[Amdt. 8, 13 F. R. 3581]

§ 601.2235 *Willmar, Minn., control zone.* Within a 5 mile radius of the Municipal Airport extending 2 miles either side of the south course of the Willmar radio range to a point 10 miles south of the radio range station.

[Amdt. 10, 13 F. R. 4731]

§ 601.2236 *Whidbey Island, Wash., control zone.* Within a 5 mile radius of the Naval Air Station (Ault Field) extending to and including a 5 mile radius of the Whidbey Island Seaplane Base (Oak Harbor), Wash., excluding that portion lying within danger areas.

[Amdt. 10, 13 F. R. 4731]

§ 601.2237 *New York, N. Y., control zone.* Within a 5 mile radius of the Floyd Bennett Naval Air Station extending 2 miles either side of the southeast course of the Floyd Bennett NAS radio range to the intersection of the southeast course of the Floyd Bennett radio range and the southwest course of the Mitchel Field radio range, excluding that portion which lies northeast of a straight line connecting the points of convergence with the New York International (Idlewild) control zone.

[Amdt. 12, 13 F. R. 5658]

§ 601.2238 *New York, N. Y., control zone.* Within a 5 mile radius of the New York International Airport (Idlewild), excluding that portion which lies southwest of a straight line connecting the points of convergence with the Floyd Bennett control zone.

[Amdt. 12, 13 F. R. 5658]

§ 601.2239 *Cordova, Alaska, control zone.* Within a 5 mile radius of the Cordova, Alaska (Mile 13) Airport extending 2 miles either side of the southeast course of the Cordova, Alaska (localizer) radio range to Amber civil airway No. 1 and extending 2 miles either side of the southwest course of the Cordova, Alaska (localizer) radio range to Amber civil airway No. 1.

[Amdt. 12, 13 F. R. 5658]

§ 601.2240 *Milton, Fla., control zone.* Within a 5 mile radius of North Whiting Naval Air Station extending 2 miles either side of the northwest course of the North Whiting (Navy) radio range to a point 10 miles northwest of the radio range station.

[Amdt. 15, 13 F. R. 7298]

§ 601.2241 *Macon, Ga., control zone.* Within a 5 mile radius of Robins Field (AFB) excluding that portion overlapping the Cochran Field control zone.

[Amdt. 17, 13 F. R. 8607]

§ 601.2242 *Lexington, Ky., control zone.* Within a 5 mile radius of the Blue Grass Airport extending 2 miles either side of a line 225° magnetic from the Lexington, Ky., nondirectional radio marker beacon to a point 10 miles southwest of the radio marker beacon.

[Amdt. 15, 13 F. R. 7298]

§ 601.2243 *Hempstead, N. Y., control zone.* Within a 5 mile radius of Mitchel Field (AFB) extending 2 miles either side of the southeast course of the Mitchel Field (AFB) radio range to the Babylon fan marker excluding the area within a 3,000-foot radius of Aviation Country Club Airport and the area extending 1,500 feet either side of a track 80° true from the center of the Aviation Country Club Airport to the outer limits of the 5 mile radius circle centered on Mitchel Field AFB.

[Amdt. 17, 13 F. R. 8607]

§ 601.2244 *Quantico, Va., control zone.* Within a 5 mile radius of the Marine Corps Air Station, excluding that portion overlapping danger areas.

[Amdt. 17, 1` F. R. 8607]

§ 601.2245 *Chanute, Kans., control zone.* Within a 3 mile radius of the Chanute Municipal Airport extending 2 miles either side of the east course of the radio range to a point 10 miles from the radio range station.

[Amdt. 17, 13 F. R. 8607]

§ 601.2246 *Oklahoma City, Okla., control zone.* Within a 5 mile radius of Will Rogers Field extending 2 miles either side of the west course of the radio range to the Mustang fan marker.

[Amdt. 17, 13 F. R. 8607]

§ 601.2247 *Abilene, Tex., control zone.* Within a 5 mile radius of the Abilene Airport extending 2 miles either side of the north course of the radio range to the Phantom Hill fan marker.

[Amdt. 17, 13 F. R. 8607]

§ 601.2248 *San Antonio, Tex., control zone.* Within a 5 mile radius of Alamo Field extending 2 miles either side of the north course of the Alamo radio range to the Cibolo Creek fan marker.

[Amdt. 17, 13 F. R. 8607]

§ 601.2249 *Corpus Christi, Tex., control zone.* Within a 3 mile radius of the Cliff Maus Airport extending 2 miles either side of the northwest course of the radio range to the Odem fan marker.

[Amdt. 17, 13 F. R. 8607]

§ 601.2250 *Tyler, Tex., control zone.* Within a 5 mile radius of Pounds Field extending 2 miles either side of the northwest course of the radio range to a point 5 miles northwest of the radio range station.

[Amdt. 17, 13 F. R. 8607]

§ 601.2251 *Albany, Ga., control zone.* Within a 5 mile radius of the Municipal Airport extending 2 miles either side of the west and east courses of the Albany radio range to a point 10 miles east of the radio range station, including a 5 mile radius of Turner Air Force Base, and extending 2 miles either side of the north and south courses of the Albany radio range to a point 10 miles south of the radio range station.

[Amdt. 18, 14 F. R. 456]

§ 601.2252 *Fairbanks, Alaska, control zone.* Within a 5 mile radius of the Eielson Air Base, Fairbanks, Alaska, extending 2 miles either side of the east and north courses of the Eielson radio range to Amber Civil Airway No. 2.

[Amdt. 20, 14 F. R. 1487]

§ 601.2253 *Kenai, Alaska, control zone.* Within a 5 mile radius of the Kenai Airport extending 2 miles either side of the southeast course of the Kenai radio range to Green Civil Airway No. 8.

[Amdt. 20, 14 F. R. 1487]

§ 601.2254 *Falmouth, Mass., control zone.* Within a 3 mile radius of the Otis AFB, Falmouth, Mass., excluding that portion overlapping danger areas.

[Amdt. 22, 14 F. R. 2895]

§ 601.2255 *Aquadilla, P. R., control zone.* Within a 10 mile radius of the Ramey AFB, Aquadilla, P. R.

[Amdt. 22, 14 F. R. 2895]

Designation of Reporting Points

§ 601.4001 *Designation of reporting points.* The locations described in §§ 601.4011–601.5001 are designated as reporting points.

[Amdt. 11, 13 F. R. 5036]

Green Civil Airways

§ 601.4011 *Green civil airway No. 1 (United States-Canadian Border, to Forest City, Maine).* Millinocket, Maine, radio range station; the intersection of the south course of the Houlton, Maine, radio range and the west course of the Blissville, New Brunswick, Canada, radio range.

[Amdt. 11, 13 F. R. 5036]

§ 601.4012 *Green civil airway No. 2 (Seattle, Wash., to Boston, Mass.).* Seattle, Wash., radio range station; Ellensburg, Wash., radio range station; Ephrata, Wash., radio range station; Spokane, Wash., radio range station; Coeur d'Alene, Idaho, radio range station; Mullan Pass, Idaho, radio range station; Superior, Mont., radio range station; Missoula, Mont., radio range station; Drummond, Mont., radio range station; Helena, Mont., radio range station; Bozeman, Mont., radio range station; Livingston, Mont., radio range station; Billings, Mont., radio range station; Custer, Mont., radio range station; Miles City, Mont., radio range station; Dickinson, N. Dak., radio range station; Bismarck, N. Dak., radio range station; Jamestown, N. Dak., radio range station; Fargo, N. Dak., radio range station; Alexandria, Minn., radio range station; Minneapolis, Minn., radio range station; LaCrosse, Wis., radio range station; Lone Rock, Wis., radio range station; Milwaukee, Wis., radio range station; Muskegon, Mich., radio range station; Grand Rapids, Mich., radio range station; Lansing, Mich., radio range station; the intersection of the north course of the Salem, Mich., VHF radio range and the east course of the Lansing, Mich., radio range; Detroit, Mich., radio range station; Buffalo, N. Y., radio range station; Rochester, N. Y., radio range station; Utica, N. Y., radio range station; Albany, N. Y., radio range station; Westfield, Mass., radio range station; the intersection of the northeast course of Hartford, Conn., radio range and the southeast course of the Westfield, Mass., radio range; Franklin, Mass. fan type radio marker beacon or the intersection of the northeast course of the Providence, R. I., radio range and the southwest course of the Boston, Mass., radio range; Boston, Mass., radio range station.

[Amdt. 22, 14 F. R. 2895]

§ 601.4013 *Green civil airway No. 3 (San Francisco, Calif., to New York, N. Y.).* San Francisco, Calif., radio range station; Oakland, Calif., radio range station; Bay Point, Calif., fan type radio marker station or the intersection of the northeast course of the Oakland, Calif., radio range and the south course of the Williams, Calif., radio range; Sacramento, Calif., radio range station; Donner Summit, Calif., radio range station; Reno, Nev., radio range station; Humboldt, Nev., radio range station; Elko, Nev., radio range station; Lucin, Utah, radio range station; Ogden, Utah, radio range station; Fort Bridger, Wyo., radio range station; Rock Springs, Wyo., radio range station; Sinclair, Wyo., radio range station; Cheyenne, Wyo., radio range station; the intersection of the east course of the Cheyenne, Wyo., radio range and the southwest course of the Scottsbluff, Nebr., radio range; the intersection of the southeast course of the Scottsbluff, Nebr., radio range and the west course of the North Platte, Nebr., radio range; North Platte, Nebr., radio range station;

Grand Island, Nebr., radio range station; Omaha, Nebr., radio range station; Des Moines, Iowa, radio range station; Moline, Ill., radio range station; the intersection of the southeast course of the Rockford, Ill., radio range and the west course of the Chicago, Ill., radio range; Goshen, Ind., radio range station; Toledo, Ohio, radio range station; the intersection of the southeast course of the Detroit, Mich., radio range and the west course of the Cleveland, Ohio, radio range; Cleveland, Ohio, radio range station; Youngstown, Ohio, radio range station; Brookville, Pa., non-directional radio marker beacon; Philipsburg, Pa., radio range station; the intersection of the east course of the Philipsburg, Pa., radio range and the south course of the Williamsport, Pa., radio range; Allentown, Pa., radio range station; the intersection of the southwest course of the New York, N. Y. (LaGuardia), radio range and the northwest course of the Floyd Bennett, N. Y. (Navy), radio range; New York, N. Y. (LaGuardia), radio range station.

[Amdt. 22, 14 F. R. 2895]

§ 601.4014 *Green civil airway No. 4 (Los Angeles, Calif., to Philadelphia, Pa.).* Los Angeles, Calif., radio range station; the intersection of the north course of the Los Angeles, Calif., radio range and the southwest course of the Palmdale, Calif., radio range or the Newhall, Calif., radio range station; Palmdale, Calif., radio range station; Daggett, Calif., radio range station; Needles, Calif., radio range station; Prescott, Ariz., radio range station; Winslow, Ariz., radio range station; El Morro, N. Mex., radio range station; Acomita, N. Mex., radio range station; Albuquerque, N. Mex., radio range station; the intersection of the east course of the Otto, N. Mex., radio range and the southwest course of the Las Vegas, N. Mex., radio range; Tucumcari, N. Mex., radio range station; Amarillo, Tex., radio range station; Gage, Okla., radio range station; Wichita, Kans., radio range station; Lebo, Kans., radio range station; Kansas City, Mo., radio range station; Columbia, Mo., radio range station; St. Louis, Mo., radio range station; Effingham, Ill., radio range station; Terre Haute, Ind., radio range station; Indianapolis, Ind., radio range station; the intersection of the northeast course of the Indianapolis, Ind., radio range and the northwest course of the Cincinnati, Ohio., radio range or the Greenfield, Ind., radio marker beacon; the intersection of the west course of the Columbus, Ohio, radio range and the north course of the Dayton, Ohio, radio range; Columbus, Ohio, radio range station; the intersection of the west course of the Pittsburgh, Pa., radio range and the southeast course of the Cleveland, Ohio, radio range; Pittsburgh, Pa., radio range station; Altoona, Pa., radio range station; Harrisburg, Pa., radio range station; the intersection of the southwest course of the Allentown, Pa., radio range and the east course of the Harrisburg, Pa., radio range; Philadelphia, Pa., radio range station.

[Amdt. 15, 13 F. R. 7299]

§ 601.4015 *Green civil airway No. 5 (Los Angeles, Calif., to Boston, Mass.).* Riverside, Calif., radio range station; Blythe, Calif., radio range station; Phoenix, Ariz., radio range station; Tucson, Ariz., radio range station; Rodeo, N. Mex., radio range station; Columbus, N. Mex., radio range station; Wink, Tex., radio range station; Big Spring, Tex., radio range station; Abilene, Tex., radio range station; Fort Worth, Tex., radio range station; Texarkana, Ark., radio range station; Memphis, Tenn., radio range station; Jackson, Tenn., radio range station; Nashville, Tenn., radio range station; Smithville, Tenn., radio range station; Knoxville, Tenn., radio range station; Tri-City, Tenn., radio range station; Roanoke, Va., radio range station; Gordonsville, Va., radio range station; Doncaster, Md., fan type marker station or the intersection of the northeast course of the Gordonsville, Va., radio range station and the south course of the Washington, D. C., radio range station; Brandywine, Md., radio range station; the intersection of the southeast course of the Baltimore, Md., radio range and the southwest course of the Millville, N. J., radio range; Millville, N. J., radio range station; the intersection of the southeast course of the Newark, N. J., radio range and the southwest course of the Mitchel Field, N. Y. (Army) radio range; the intersection of the east course of the New York, N. Y. (LaGuardia) radio range and the northeast course of the Mitchel Field, N. Y. (Army) radio range; the intersection of the southwest course of the Boston, Mass., radio range and the southeast course of the Hartford, Conn., radio range; the intersection of the west course of the Providence, R. I., radio range and the southwest course of the Boston, Mass., radio range.

[Amdt. 22, 14 F. R. 2895]

§ 601.4016 *Green civil airway No. 6 (Laredo, Tex., to Norfolk, Va.).* Laredo, Tex., radio range station; Alice, Tex., radio range station; Corpus Christi, Tex., radio range station; Palacios, Tex., radio range station; the intersection of the southwest course of the Houston, Tex., radio range and the east course of the Richmond, Tex., radio range; Houston, Tex., radio range station; Beaumont, Tex., radio range station; Lake Charles, La., radio range station; New Orleans, La., radio range station; Mobile, Ala., radio range station; Maxwell AFB, Ala., radio range station; Atlanta, Ga., radio range station; Spartanburg, S. C., radio range station; Greensboro, N. C., radio range station; Blackstone, Va., radio range station; Richmond, Va., radio range station; Norfolk, Va., radio range station.

[Amdt. 11, 13 F. R. 5036]

§ 601.4017 *Green civil airway No. 7 (Nome, Alaska, to Fairbanks, Alaska).* Fairbanks, Alaska, radio range station.

[Amdt. 22, 14 F. R. 2895]

§ 601.4018 *Green civil airway No. 8 (Attu, Alaska, to Northway, Alaska).* Heiden, Alaska, radio range station; Naknek, Alaska, radio range station; the intersection of the northeast course of the Naknek, Alaska, radio range and the southwest course of the Iliamna, Alaska, radio range; the intersection of the southeast course of the Iliamna, Alaska, radio range and the west course of the Homer, Alaska, radio range; the intersection of the west course of the Homer, Alaska, radio range and the southwest course of the Kenai, Alaska, radio range; Homer, Alaska, radio range station; the intersection of the east course of the Kenai, Alaska, radio range and the southwest course of the Anchorage, Alaska, radio range; Anchorage, Alaska, radio range station; the intersection of the northeast course of the Anchorage, Alaska, radio range and the southeast course of the Skwentna, Alaska, radio range; Northway, Alaska, radio range station.

[Amdt. 22, 14 F. R. 2895]

AMBER CIVIL AIRWAYS

§ 601.4101 *Amber civil airway No. 1 (United States-Mexican Border to Nome, Alaska).* San Diego, Calif., radio range station; the intersection of the northwest course of the San Diego, Calif., radio range and the southeast course of the Long Beach, Calif., radio range; Bakersfield, Calif., radio range station; Fresno, Calif., radio range station; Williams, Calif., radio range station; Red Bluff, Calif., radio range station; Fort Jones, Calif., radio range station; Medford, Oreg., radio range station; Eugene, Oreg., radio range station; Portland, Oreg., radio range station; Toledo, Wash., radio range station; Everett, Wash., radio range station; Bellingham, Wash., radio range station; the intersection of the east course of the Cordova (Hinchinbrook Island), Alaska, radio range and the southeast course of the Cordova (Mile 13), Alaska, radio range; Cordova, Alaska (Hinchinbrook Island), radio range station; the intersection of the northwest course of the Cordova, Alaska (Hinchinbrook Island), radio range and the southeast course of the Anchorage, Alaska, radio range; the intersection of the northeast course of the Kenai, Alaska, radio range and the northwest course of the Anchorage, Alaska, radio range; Skwentna, Alaska, radio range station.

[Amdt. 22, 14 F. R. 2895]

§ 601.4102 *Amber civil airway No. 2 (Long Beach, Calif., to Point Barrow, Alaska).* Las Vegas, Nev., radio range station; Enterprise, Utah, radio range station; Delta, Utah, radio range station; Salt Lake City, Utah, radio range station; Malad City, Idaho, radio range station; Pocatello, Idaho, radio range station; DuBois, Idaho, radio range station; Dillon, Mont., radio range station; Whitehall, Mont., radio range station; Great Falls, Mont., radio range station; Cut Bank, Mont., radio range station; the intersection of the northwest course of the Northway, Alaska, radio range and the northeast course of the Tanacross, Alaska, radio range; Big Delta, Alaska, radio range station; the intersection of the northwest course of the Big Delta, Alaska, radio range and the east course of the Fairbanks, Alaska, radio range.

[Amdt. 11, 13 F. R. 5037]

§ 601.4103 *Amber civil airway No. 3 (El Paso, Tex., to Great Falls, Mont.).* Engle,

N. Mex., radio range station; Las Vegas, N. Mex., radio range station; Trinidad, Colo., radio range station; Pueblo, Colo., radio range station; Colorado Springs, Colo., radio range station; Denver, Colo., radio range station; the intersection of the north course of the Cheyenne, Wyo., radio range and the northeast course of the Laramie, Wyo., radio range; Casper, Wyo., radio range station; Sheridan, Wyo., radio range station; Lewistown, Mont., radio range station.

[Amdt. 22, 14 F. R. 2896]

§ 601.4104 *Amber civil airway No. 4 (Brownsville, Tex., to Minot, N. Dak.).* Brownsville, Tex., radio range station; the intersection of the south course of the Alice, Tex., radio range and the southwest course of the Corpus Christi, Tex., radio range; the intersection of the south course of the Alamo (San Antonio), Tex., radio range and the southeast course of the San Antonio, Tex., radio range; Alamo (San Antonio), Tex., radio range station; Cibolo, Tex., fan type radio marker station or the intersection of the north course of the Alamo (San Antonio), Tex., radio range and the southwest course of the Austin, Tex., radio range; Austin, Tex., radio range station; Waco, Tex., radio range station; the intersection of the south course of the Fort Worth, Tex., radio range and the west course of the Dallas, Tex., radio range; Oklahoma City, Okla., radio range station; Tulsa, Okla., radio range station; Chanute, Kans., radio range station; St. Joseph, Mo., radio range station; Sioux City, Iowa, radio range station; Sioux Falls, S. Dak., radio range station; Huron, S. Dak., radio range station; Aberdeen, S. Dak., radio range station; Minot, N. Dak., radio range station.

[Amdt. 22, 14 F. R. 2896]

§ 601.4105 *Amber civil airway No. 5 (Grand Isle, La., to Milwaukee, Wis.).* Jackson, Miss., radio range station; Greenwood, Miss., radio range station; Advance, Mo., radio range station; Springfield, Ill., radio range station; the intersection of the east course of the Peoria, Ill., radio range and the southwest course of the Joliet, Ill., radio range; Joliet, Ill., radio range station.

[Amdt. 11, 13 F. R. 5037, as amended by Amdt. 12, 13 F. R. 5658]

§ 601.4106 *Amber civil airway No. 6 (Jacksonville, Fla., to United States-Canadian Border).* Jacksonville, Fla., radio range station; Alma, Ga., radio range station; Macon, Ga., radio range station; Chattanooga, Tenn., radio range station; Bowling Green, Ky., radio range station; Louisville, Ky., radio range station.

[Amdt. 12, 13 F. R. 5658]

§ 601.4107 *Amber civil airway No. 7 (Key West, Fla., to Caribou, Maine).* Key West, Fla., radio range station; Miami, Fla., radio range station; West Palm Beach, Fla., radio range station; Melbourne, Fla., radio range station; Daytona Beach, Fla., radio station; Brunswick, Ga., radio marker beacon; Savannah, Ga., radio range station; Charleston, S. C., radio range station; Florence, S. C., radio range station; Raleigh, N. C., radio range station; the intersection of the southwest course of the Richmond, Va., radio range and the southeast of the Blackstone, Va., radio range; Washington, D. C., radio range station; the intersection of the northeast course of the Washington, D. C. radio range and the west course of the Baltimore, Md., radio range; Newark, N. J., radio range station; Hartford, Conn., radio range station; Portland, Maine, radio range station; Augusta, Maine, radio range station; Bangor, Maine, radio range station; Presque Isle, Maine, radio range station.

[Amdt. 22, 14 F. R. 2896]

§ 601.4108 *Amber civil airway No. 8 (Los Angeles, Calif., to The Dalles, Oreg.).* Santa Barbara, Calif., VHF radio range station; Paso Robles, Calif., VHF radio range station; Salinas, Calif., VHF radio range station; the intersection of the southwest course of the San Francisco, Calif., radio range and the northwest course of the Salinas, Calif., VHF radio range; the intersection of the southwest course of the Fairfield-Suisun, Calif., radio range and the northwest course of the Oakland, Calif., radio range; Fairfield-Suisun, Calif., radio range station; Whitmore, Calif., radio range station; Klamath Falls, Oreg., radio range station; Redmond, Oreg., radio range station; The Dalles, Oreg., radio range station.

[Amdt. 17, 13 F. R. 8607]

§ 601.4109 *Amber civil airway No. 9 (Charleston, S. C. to New York, N. Y.).* Myrtle Beach, S. C., VHF radio range station; Wilmington, N. C., VHF radio range station; New Bern, N. C., VHF radio range station; Williamston, N. C., VHF radio range station; the intersection of the northeast course of the Williamston, N. C., VHF radio range and the southwest course of the Norfolk, Va., radio range.

[Amdt. 11, 13 F. R. 5037, as amended by Amdt. 15, 13 F. R. 7299]

RED CIVIL AIRWAYS

§ 601.4201 *Red civil airway No. 1 (Portland, Oreg., to Kansas City, Mo.).* Pendleton, Oreg., radio range station; Baker, Oreg., radio range station; Boise, Idaho, radio range station; Gooding, Idaho, nondirectional radio marker beacon; Burley, Idaho, radio range station; Laramie, Wyo., radio range station; Goodland, Kans., VHF radio range station; Salina, Kans., radio range station; Fort Riley, Kans. (Marshall AFB), radio range station; Topeka, Kans., VHF radio range station.

[Amdt. 22, 14 F. R. 2896]

§ 601.4202 *Red civil airway No. 2 (Butte, Mont., to Rapid City, S. Dak.).* Butte, Mont., radio range station; Rapid City, S. Dak., radio range station.

[Amdt. 11, 13 F. R. 5037]

§ 601.4203 *Red civil airway No. 3 (Philipsburg, Pa., to Hartford, Conn.).* No reporting point designation.

[Amdt. 11, 13 F. R. 5037]

§ 601.4204 *Red civil airway No. 4 (Otto, N. Mex., to Las Vegas, N. Mex.).* No reporting point designation.

[Amdt. 11, 13 F. R. 5037]

§ 601.4205 *Red civil airway No. 5 (Sioux Falls, S. Dak., to St. Paul, Minn.).* No reporting point designation.

[Amdt. 11, 13 F. R. 5037]

§ 601.4206 *Red civil airway No. 6 (Las Vegas, Nev., to Omaha, Nebr.).* St. George, Utah, VHF radio range station; Bryce Canyon, Utah, VHF radio range station; Hanksville, Utah, VHF radio range station; Grand Junction, Colo., VHF radio range station; Eagle, Colo., VHF radio range station; Akron, Colo., radio range station; Hayes Center, Nebr., radio range station; Lincoln, Nebr., radio range station.

[Amdt. 11, 13 F. R. 5038]

§ 601.4207 *Red civil airway No. 7 (Atlanta, Ga., to Greensboro, N. C.).* Greenville, S. C., radio range station; Charlotte, N. C., radio range station.

[Amdt. 11, 13 F. R. 5038]

§ 601.4208 *Red civil airway No. 8 (Altoona, Pa., to Wilkes-Barre, Pa.).* Williamsport, Pa., radio range station.

[Amdt. 11, 13 F. R. 5038]

§ 601.4209 *Red civil airway No. 9 (San Diego, Calif., to Winslow, Ariz.).* El Centro, Calif., radio range station; Gila Bend, Ariz., radio range station.

[Amdt. 11, 13 F. R. 5038]

§ 601.4210 *Red civil airway No. 10 (Pueblo, Colo., to Charleston, S. C.).* The intersection of the southwest course of the La Junta, Colo., radio range and the northeast course of the Trinidad, Colo., radio range; Dalhart, Tex., VHF radio range station; Wichita Falls, Tex., radio range station; Dallas, Tex., radio range station; the intersection of the northwest course of the Tyler, Tex., radio range and the east course of the Dallas, Tex., radio range; the intersection of the northeast course of the Tyler, Tex., radio range and the west course of the Shreveport, La., radio range; Shreveport, La., radio range station; Monroe, La., radio range station; Meridian, Miss., radio range station; Birmingham, Ala., radio range station; Augusta, Ga., radio range station.

[Amdt. 11, 13 F. R. 5038]

§ 601.4211 *Red civil airway No. 11 (Tulsa, Okla., to Boston, Mass.).* The intersection of the south course of the Joplin, Mo., radio range and the northeast course of the Tulsa, Okla., radio range; Springfield, Mo., radio range station; Vichy, Mo., radio range station; the intersection of the northeast course of the Scott Field, Belleville, Ill., radio range and the northwest course of the Evansville, Ind., radio range; Evansville, Ind., radio range station; the intersection of the east course of the Louisville, Ky., radio range and the northwest course of the Lexington, Ky., radio range; Huntington, W. Va., radio range station; Elmira, N. Y., radio range station; the intersection of the northeast course of the Westover Field, Chicopee Falls, Mass., radio range and the west course of the Boston, Mass., radio range; the intersection of the east course of the Boston, Mass., radio range and the northeast course of

the Squantum, Mass. (Navy) radio range.

[Amdt. 22, 14 F. R. 2896]

§ 601.4212 *Red civil airway No. 12 (Kansas City, Mo., to Detroit, Mich.).* Kirksville, Mo., radio range station; Burlington, Iowa, radio range station; South Bend, Ind., radio range station; the intersection of the southeast course of the Lansing, Mich., radio range and the west course of the Romulus, Mich., radio range.

[Amdt. 11, 13 F. R. 5038]

§ 601.4213 *Red civil airway No. 13 (Sunbury, Pa., to Boston, Mass.).* Wilkes-Barre, Pa., radio range station; New Hackensack, N. Y., radio range station; Providence, R. I., radio range station.

[Amdt. 11, 13 F. R. 5038]

§ 601.4214 *Red civil airway No. 14 (Lone Rock, Wis., to Louisville, Ky.).* Rockford, Ill., radio range station; Chicago, Ill., radio range station; the intersection of the east course of the Harvey, Ill., radio range and the southeast course of the Chicago, Ill., radio range; the intersection of the northeast course of the La Fayette, Ind., radio range and the northwest course of the Indianapolis, Ind., radio range.

[Amdt. 15, 13 F. R. 7299]

§ 601.4215 *Red civil airway No. 15 (Las Vegas, Nev., to Gila Bend, Ariz.).* No reporting point designation.

[Amdt. 11, 13 F. R. 5038]

§ 601.4216 *Red civil airway No. 16 (Tallahassee, Fla., to Florence, S. C.).* Albany, Ga., radio range station; Columbia, S. C., radio range station.

[Amdt. 18, 14 F. R. 456]

§ 601.4217 *Red civil airway No. 17 (Fort Wayne, Ind., to Baltimore, Md.).* Fort Wayne, Ind., radio range station; Findlay, Ohio, non-directional radio beacon; Mansfield, Ohio, non-directional radio beacon; Martinsburg, W. Va., radio range station; the intersection of the northeast course of the Arcola, Va., radio range and the west course of the Baltimore, Md., radio range; Baltimore, Md., radio range station.

[Amdt. 11, 13 F. R. 5038]

§ 601.4218 *Red civil airway No. 18 (Indianapolis, Ind., to Washington, D. C.).* Cincinnati, Ohio, radio range station; Charleston, W. Va., radio range station; Elkins, W. Va., radio range station; Front Royal, Va., radio range station.

[Amdt. 11, 13 F. R. 5038]

§ 601.4219 *Red civil airway No. 19 (Washington, D. C., to Grand Rapids, Mich.).* Morgantown, W. Va., radio range station.

[Amdt. 11, 13 F. R. 5038]

§ 601.4220 *Red civil airway No. 20 (Lansing, Mich., to Washington, D. C.).* Akron, Ohio, radio range station; the intersection of the south course of the Youngstown, Ohio, radio range and the northwest course of the Pittsburgh, Pa., radio range; the intersection of the northwest course of the Washington, D. C., radio range and the northeast course of the Martinsburg, W. Va., radio range; the intersection of the southeast course of the Washington, D. C., radio range and the northeast course of the Patuxent River, Md. (Navy), radio range.

[Amdt. 22, 14 F. R. 2896]

§ 601.4221 *Red civil airway No. 21 (Pittsburgh, Pa., to Boston, Mass.).* The intersection of the northeast course of the Pittsburgh, Pa., radio range and the north course of the Altoona, Pa., radio range; the intersection of the northeast course of the Allentown, Pa., radio range and the west course of the Newark, N. J., radio range.

[Amdt. 22, 14 F. R. 2896]

§ 601.4222 *Red civil airway No. 22 (United States-Canadian Border to Rochester, N. Y.).* The intersection of the northeast course of the Buffalo, N. Y., radio range and the northwest course of the Rochester, N. Y., radio range.

[Amdt. 11, 13 F. R. 5038]

§ 601.4223 *Red civil airway No. 23 (United States-Canadian Border to New York, N. Y.).* The intersection of the northeast course of the Allentown, Pa., radio range and the northwest course of the New York (LaGuardia), N. Y., radio range; the intersection of the southwest course of the New Hackensack, N. Y., radio range and the northwest course of the New York (LaGuardia), N. Y., radio range.

[Amdt. 11, 13 F. R. 5038]

§ 601.4224 *Red civil airway No. 24 (Amarillo, Tex., to Oklahoma City, Okla.).* No reporting point designation.

[Amdt. 11, 13 F. R. 5038]

§ 601.4225 *Red civil airway No. 25 (Tallahassee, Fla., to Miami, Fla.).* Cross City, Fla., radio range station; Tampa, Fla., radio range station; Fort Myers, Fla., radio range station.

[Amdt. 11, 13 F. R. 5038]

§ 601.4226 *Red civil airway No. 26 (Syracuse, N. Y., to Millville, N. J.).* The intersection of the southeast course of the Elmira, N. Y., radio range and the north course of the Wilkes-Barre, Pa., radio range.

[Amdt. 11, 13 F. R. 5038, as amended by Amdt. 17, 13 F. R. 8608]

§ 601.4227 *Red civil airway No. 27 (Knoxville, Tenn., to Detroit, Mich.).* Dayton, Ohio, radio range station.

[Amdt. 12, 13 F. R. 5658]

§ 601.4228 *Red civil airway No. 28 (Rockford, Ill., to Detroit, Mich.).* The intersection of the east course of the Rockford, Ill., radio range and the northwest course of the Chicago, Ill., radio range; the intersection of the northeast course of the Chicago, Ill., radio range and the north course of the South Bend, Ind., radio range.

[Amdt. 11, 13 F. R. 5309, as amended by Amdt. 22, 14 F. R. 2896]

§ 601.4229 *Red civil airway No. 29 (Rochester, N. Y., to Baltimore, Md.).* No reporting point designation.

[Amdt. 11, 13 F. R. 5309]

§ 601.4230 *Red civil airway No. 30 (Shreveport, La., to Jacksonville, Fla.).* Alexandria, La., radio range station; Baton Rouge, La., radio range station; the intersection of the northeast course of the Mobile, Ala., radio range and the west course of the Crestview, Fla., radio range; Crestview, Fla., radio range station; Tallahassee, Fla., radio range station.

[Amdt. 22, 14 F. R. 2896]

§ 601.4231 *Red civil airway No. 31 (Denver, Colo., to Minneapolis, Minn.).* Scottsbluff, Nebr., radio range station; Pierre, S. Dak., radio range station; Watertown, S. Dak., radio range station; Willmar, Minn., radio range station.

[Amdt. 11, 13 F. R. 5309]

§ 601.4232 *Red civil airway No. 32 (Laredo, Tex., to Houston, Tex.).* San Antonio, Tex. (Kelly), radio range station.

[Amdt. 11, 13 F. R. 5309]

§ 601.4233 *Red civil airway No. 33 (Richmond, Va., to New Hackensack, N. Y.).* Arcola, Va., radio range station.

[Amdt. 11, 13 F. R. 5309]

§ 601.4234 *Red civil airway No. 34 (Pulaski, Va., to Elizabeth City, N. C.).* Rocky Mount, N. C., VHF radio range station; Elizabeth City, N. C., VHF radio range station.

[Amdt. 11, 13 F. R. 5309]

§ 601.4235 *Red civil airway No. 35 (Pueblo, Colo., to Wichita, Kans.).* La Junta, Colo., radio range station; Garden City, Kans., radio range station; Hutchinson, Kans., radio range station.

[Amdt. 11, 13 F. R. 5309]

§ 601.4236 *Red civil airway No. 36 (Rochester, Minn., to La Crosse, Wis.).* Rochester, Minn., radio range station.

[Amdt. 11, 13 F. R. 5309]

§ 601.4237 *Red civil airway No. 37 (Dallas, Tex., to Washington, D. C.).* Tyler, Tex., radio range station; Little Rock, Ark., radio range station; Lynchburg, Va., radio range station.

[Amdt. 11, 13 F. R. 5309]

§ 601.4238 *Red civil airway No. 38 (Big Spring, Tex., to San Antonio, Tex.).* San Angelo, Tex., radio range station; the intersection of the northwest course of the San Antonio, Tex. (Kelly), radio range and the west course of the San Antonio (Alamo), Tex., radio range.

[Amdt. 11, 13 F. R. 5309]

§ 601.4239 *Red civil airway No. 39 (Bethel, Alaska, to Fairbanks, Alaska).* Nenana, Alaska, radio range station.

[Amdt. 22, 14 F. R. 2896]

§ 601.4240 *Red civil airway No. 40 (Shemya, Alaska, to Anchorage, Alaska).* Kenai, Alaska, radio range station; the intersection of the northeast course of the Kenai, Alaska, radio range and the west course of the Anchorage (Merrill), Alaska, radio range.

[Amdt. 22, 14 F. R. 2896]

§ 601.4241 *Red civil airway No. 41 (Yakutat, Alaska, to Gustavus, Alaska).* Gustavus, Alaska, radio range station.

[Amdt. 11, 13 F. R. 5309]

§ 601.4242 *Red civil airway No. 42 (Joliet, Ill., to La Fayette, Ind.).* No reporting point designation.

[Amdt. 11, 13 F. R. 5039]

§ 601.4243 *Red civil airway No. 43 (Chicago, Ill., to La Fayette, Ind.).* No reporting point designation.

[Amdt. 11, 13 F. R. 5039]

§ 601.4244 *Red civil airway No. 44 (Bellingham, Wash., to United States-Canadian Border).* No reporting point designation.

[Amdt. 11, 13 F. R. 5039]

§ 601.4245 *Red civil airway No. 45 (Washington, D. C., to Allentown, Pa.).* No reporting point designation.

[Amdt. 11, 13 F. R. 5039]

§ 601.4246 *Red civil airway No. 46 (Aberdeen, S. Dak., to Watertown, S. Dak.).* No reporting point designation.

[Amdt. 11, 13 F. R. 5039]

§ 601.4247 *Red civil airway No. 47 (Tampa, Fla., to Daytona Beach, Fla.).* Orlando, Fla., radio range station.

[Amdt. 11, 13 F. R. 5039]

§ 601.4248 *Red civil airway No. 48 (Missoula, Mont., to Livingston, Mont.).* No reporting point designation.

[Amdt. 11, 13 F. R. 5039]

§ 601.4249 *Red civil airway No. 49 (Elko, Nev., to Fort Bridger, Wyo.).* Wendover, Utah, radio range station.

[Amdt. 11, 13 F. R. 5039]

§ 601.4250 *Red civil airway No. 50 (Galena, Alaska, to Fairbanks, Alaska).* No reporting point designation.

[Amdt. 22, 14 F. R. 2896]

§ 601.4251 *Red civil airway No. 51 (El Paso, Tex., to United States-Mexican Border).* No reporting point designation.

[Amdt. 11, 13 F. R. 5039]

§ 601.4252 *Red civil airway No. 52 (Memphis, Tenn., to Birmingham, Ala.).* Muscle Shoals, Ala., radio range station.

[Amdt. 11, 13 F. R. 5039]

§ 601.4253 *Red civil airway No. 53 (Joplin, Mo., to Springfield, Mo.).* Joplin, Mo., radio range station.

[Amdt. 11, 13 F. R. 5039]

§ 601.4254 *Red civil airway No. 54 (Burley, Idaho, to Salt Lake City, Utah).* No reporting point designation.

[Amdt. 11, 13 F. R. 5039]

§ 601.4255 *Red civil airway No. 55 (Burlington, Iowa, to Columbus, Ohio).* Peoria, Ill. ,radio range station.

[Amdt. 11, 13 F. R. 5039, as amended by Amdt. 22, 14 F. R. 2896]

§ 601.4256 *Red civil airway No. 56 (Red Bluff, Calif., to Whitmore, Calif.).* No reporting point designation.

[Amdt. 11, 13 F. R. 5039]

§ 601.4257 *Red civil airway No. 57 (Moline, Ill., to Youngstown, Ohio).* Battle Creek, Mich., radio range station.

[Amdt. 11, 13 F. R. 5039, as amended by Amdt. 22, 14 F. R. 2896]

§ 601.4258 *Red civil airway No. 58 (Salinas, Calif., to Hollister, Calif.).* No reporting point designation.

[Amdt. 11, 13 F. R. 5039]

§ 601.4259 *Red civil airway No. 59 (Gage, Okla., to Oklahoma City, Okla.).* No reporting point designation.

[Amdt. 22, 14 F. R. 2896]

§ 601.4260 *Red civil airway No. 60 (San Jose, Calif., to Stockton, Calif.).* Stockton, Calif., radio range station.

[Amdt. 11, 13 F. R. 5039]

§ 601.4261 *Red civil airway No. 61 (Pittsburgh, Pa., to Washington, D. C.).* No reporting point designation.

[Amdt. 11, 13 F. R. 5039]

§ 601.4262 *Red civil airway No. 62 (Lansing, Mich., to Pittsburgh, Pa.).* Wellington, Ohio, VHF radio range station.

[Amdt. 11, 13 F. R. 5039, as amended by Amdt. 22, 14 F. R. 2896]

§ 601.4263 *Red civil airway No. 63 (Battle Creek, Mich., to United States-Canadian Border).* Salem, Mich., VHF radio range station.

[Amdt. 11, 13 F. R. 5039]

§ 601.4264 *Red civil airway No. 64 (United States-Canadian Border to Annette Island, Alaska).* Annette Island, Alaska, radio range station.

[Amdt. 22, 14 F. R. 2896]

§ 601.4265 *Red civil airway No. 65 (Oceanside, Calif., to Blythe, Calif.).* No reporting point designation.

[Amdt. 11, 13 F. R. 5039]

§ 601.4266 *Red civil airway No. 66 (Santa Barbara, Calif., to Los Angeles, Calif.).* No reporting point designation.

[Amdt. 11, 13 F. R. 5039]

§ 601.4267 *Red civil airway No. 67 (Crestview, Fla., to Dothan, Ala.).* Dothan, Ala., radio range station.

[Amdt. 11, 13 F. R. 5039]

§ 601.4268 *Red civil airway No. 68 (El Paso, Tex., to Shreveport, La.).* The intersection of the south course of the El Paso, Tex., radio range and the west course of the Hudspeth, Tex., VHF radio range; the intersection of the southwest course of the Midland, Tex., radio range and the southeast course of the Wink, Tex., VHF radio range; Midland, Tex., radio range station.

[Amdt. 11, 13 F. R. 5039, as amended by Amdt. 22, 14 F. R. 2896]

§ 601.4269 *Red civil airway No. 69 (El Paso, Tex., to Big Spring, Tex.).* No reporting point designation.

[Amdt. 11, 13 F. R. 5039]

§ 601.4270 *Red civil airway No. 70 (Midland, Tex., to Oklahoma City, Okla.).* Childress, Tex., VHF radio range station; Hobart, Oklahoma, VHF radio range station.

[Amdt. 11, 13 F. R. 5039, as amended by Amdt. 17, 13 F. R. 8608]

§ 601.4271 *Red civil airway No. 71 (Lubbock, Tex., to Wichita Falls, Tex.).* Guthrie, Tex., VHF radio range station.

[Amdt. 11, 13 F. R. 5039]

§ 601.4272 *Red civil airway No. 72 (Millville, N. J., to Newark, N. J.).* No reporting point designation.

[Amdt. 11, 13 F. R. 5039]

§ 601.4273 *Red civil airway No. 73 (Baltimore, Md., to Millville, N. J.).* No reporting point designation.

[Amdt. 11, 13 F. R. 5039]

§ 601.4274 *Red civil airway No. 74 (Louisville, Ky., to Cincinnati, Ohio).* No reporting point designation.

[Amdt. 11, 13 F. R. 5039]

§ 601.4275 *Red civil airway No. 75 (United States-Canadian Border, Vancouver, British Columbia, to United States-Canadian Border, Abbotsford, British Columbia).* No reporting point designation.

[Amdt. 15, 13 F. R. 7299]

§ 601.4276 *Red civil airway No. 76 (Williams, Calif., to Auburn, Calif.).* No reporting point designation.

[Amdt. 16, 13 F. R. 7405]

§ 601.4277 *Red civil airway No. 77 (Richmond, Va., to Millville, N. J.).* No reporting point designation.

[Amdt. 15, 13 F. R. 7299]

§ 601.4278 *Red civil airway No. 78 (Medford, Oreg., to Klamath Falls, Oreg.).* No reporting point designation.

[Amdt. 17, 13 F. R. 8608]

§ 601.4279 *Red civil airway No. 79 (Port Angeles, Wash., to Everett, Wash.).* No reporting point designation.

[Amdt. 17, 13 F. R. 8608]

§ 601.4280 *Red civil airway No. 80 (Lewistown, Mont., to Miles City, Mont.).* No reporting point designation.

[Amdt. 17, 13 F. R. 8608]

§ 601.4281 *Red civil airway No. 81 (Parkersburg, W. Va., to Elkins, W. Va.).* No reporting point designation.

[Amdt. 17, 13 F. R. 8608]

§ 601.4282 *Red civil airway No. 82 (Skwentna, Alaska, to Anchorage, Alaska).* No reporting point designation.

[Amdt. 18, 14 F. R. 456]

§ 601.4283 *Red civil airway No. 83 (Tucson, Ariz., to Rodeo, N. Mex.).* No reporting point designation.

[Amdt. 22, 14 F. R. 2896]

§ 601.4284 *Red civil airway No. 84 (New Orleans, La., to Biloxi, Miss.).* No reporting point designation.

[Amdt. 22, 14 F. R. 2896]

§ 601.4285 *Red civil airway No. 85 (Dayton, Ohio, to Mansfield, Ohio).* No reporting point designation.

[Amdt. 22, 14 F. R. 2896]

BLUE CIVIL AIRWAYS

§ 601.4601 *Blue civil airway No. 1 (Pendleton, Oreg., to Spokane, Wash.).* Walla Walla, Wash., radio range station.

[Amdt. 11, 13 F. R. 5039]

§ 601.4602 *Blue civil airway No. 2 (Birmingham, Ala., to Erie, Pa.).* Erie, Pa., radio range station.

[Amdt. 11, 13 F. R. 5039]

§ 601.4603 *Blue civil airway No. 3 (Tallahassee, Fla., to La Fayette, Ind.).* No reporting point designation.

[Amdt. 14, 13 F. R. 6147]

§ 601.4604 *Blue civil airway No. 4 (Nantucket, Mass., to United States-Canadian Border).* Concord, N. H., radio range station; the intersection of the southeast course of the Burlington, Vt., radio range and the southwest course of the Montpelier, Vt., radio range; Burlington, Vt., radio range station.

[Amdt. 22, 14 F. R. 2896]

§ 601.4605 *Blue civil airway No. 5 (Galveston, Tex., to Salina, Kans.).* Galveston, Tex., radio range station; the intersection of the northwest course of the Houston, Tex., radio range and the northeast course of the Richmond, Tex., radio range; Bryan, Tex., radio range station.

[Amdt. 11, 13 F. R. 5039, as amended by Amdt. 22, 14 F. R. 2897]

§ 601.4606 *Blue civil airway No. 6 (Abilene, Tex., to Muskegon, Mich.).* No reporting point designation.

[Amdt. 11, 13 F. R. 5039]

§ 601.4607 *Blue civil airway No. 7 (Paso Robles, Calif., to Williams, Calif.).* No reporting point designation.

[Amdt. 11, 13 F. R. 5039, as amended by Amdt. 16, 13 F. R. 7400]

§ 601.4608 *Blue civil airway No. 8 (Fargo, N. Dak., to United States-Canadian Border).* Grand Forks, N. Dak., radio range station; Pembina, N. Dak., radio range station.

[Amdt. 11, 13 F. R. 5039]

§ 601.4609 *Blue civil airway No. 9 (Columbia, Mo., to United States-Canadian Border).* Duluth, Minn., radio range station.

[Amdt. 11, 13 F. R. 5039]

§ 601.4610 *Blue civil airway No. 10 (Fresno, Calif., to Williams, Calif.).* Los Banos, Calif., fan type radio marker station or the intersection of the northwest course of the Fresno, Calif., radio range and the south course of the Stockton, Calif., radio range; Evergreen, Calif., non-directional radio marker beacon.

[Amdt. 16, 13 F. R. 7400]

§ 601.4611 *Blue civil airway No. 11 (Cleveland, Ohio, to Niagara Falls, N. Y.).* No reporting point designation.

[Amdt. 11, 13 F. R. 5039]

§ 601.4612 *Blue civil airway No. 12 (The Dalles, Oreg., to Ellensburg, Wash.).* Yakima, Wash., radio range station.

[Amdt. 11, 13 F. R. 5039]

§ 601.4613 *Blue civil airway No. 13 (Houston, Tex., to Minneapolis, Minn.).* No reporting point designation.

[Amdt. 11, 13 F. R. 5039, as amended by Amdt. 22, 14 F. R. 2897]

§ 601.4614 *Blue civil airway No. 14 (El Centro, Calif., to Sacramento, Calif.).* No reporting point designation.

[Amdt. 11, 13 F. R. 5039]

§ 601.4615 *Blue civil airway No. 15 (Huntington, W. Va., to Erie, Pa.).* No reporting point designation.

[Amdt. 11, 13 F. R. 5039, as amended by Amdt. 17, 13 F. R. 8608]

§ 601.4616 *Blue civil airway No. 16 (Dillon, Mont., to Helena, Mont.).* No reporting point designation.

[Amdt. 11, 13 F. R. 5039]

§ 601.4617 *Blue civil airway No. 17 (Millinocket, Maine, to Presque Isle, Maine).* Houlton, Maine, radio range station.

[Amdt. 22, 14 F. R. 2897]

§ 601.4618 *Blue civil airway No. 18 (Philadelphia, Pa., to Burlington, Vt.).* No reporting point designation.

[Amdt. 11, 13 F. R. 5039]

§ 601.4619 *Blue civil airway No. 19 (Miami, Fla., to Orlando, Fla.).* The intersection of the north course of the Miami, Fla., radio range and the west course of the West Palm Beach, Fla., radio range.

[Amdt. 15, 13 F. R. 7299]

§ 601.4620 *Blue civil airway No. 20 (Atlantic City, N. J., to Allentown, Pa.).* No reporting point designation.

[Amdt. 11, 13 F. R. 5039, as amended by Amdt. 15, 13 F. R. 7299]

§ 601.4621 *Blue civil airway No. 21 (Charleston, W. Va., to Erie, Pa.).* Parkersburg, W. Va., VHF radio range station.

[Amdt. 22, 14 F. R. 2897]

§ 601.4622 *Blue civil airway No. 22 (Memphis, Tenn., to Wichita, Kans.).* No reporting point designation.

[Amdt. 11, 13 F. R. 5039]

§ 601.4623 *Blue civil airway No. 23 (Detroit, Mich., to Flint, Mich.).* No reporting point designation.

[Amdt. 11, 13 F. R. 5039]

§ 601.4624 *Blue civil airway No. 24 (El Centro, Calif., to Riverside, Calif.).* Indio, Calif., radio range station.

[Amdt. 11, 13 F. R. 5039]

§ 601.4625 *Blue civil airway No. 25 (Cordova, Alaska, to Big Delta, Alaska).* No reporting point designation.

[Amdt. 22, 14 F. R. 2897]

§ 601.4626 *Blue civil airway No. 26 (Anchorage, Alaska, to Nenana, Alaska).* The intersection of the north course of the Anchorage, Alaska (Merrill), localizer radio range and the southeast course of the Skwentna, Alaska, radio range; the intersection of the northeast course of the Summit, Alaska, radio range and the southeast course of the Nenana, Alaska, radio range.

[Amdt. 22, 14 F. R. 2897]

§ 601.4627 *Blue civil airway No. 27 (Kodiak, Alaska, to Kotzebue, Alaska).* No reporting point designation.

[Amdt. 22, 14 F. R. 2897]

§ 601.4628 *Blue civil airway No. 28 (Charleston, S. C., to Spartanburg, S. C.).* No reporting point designation.

[Amdt. 11, 13 F. R. 5039]

§ 601.4629 *Blue civil airway No. 29 (Raleigh, N. C., to Lynchburg, Va.)* No reporting point designation.

[Amdt. 11, 13 F. R. 5039]

§ 601.4630 *Blue civil airway No. 30 (Brownsville, Tex., to Amarillo, Tex.).* No reporting point designation.

[Amdt. 11, 13 F. R. 5039]

§ 601.4631 *Blue civil airway No. 31 (New Florence, Mo., to Moline, Ill.).* No reporting point designation.

[Amdt. 11, 13 F. R. 5039, as amended by Amdt. 22, 14 F. R. 2897]

§ 601.4632 *Blue civil airway No. 32 (Pendleton, Oreg., to Fairbanks, Alaska).* The intersection of the northwest course of the Seattle, Wash., radio range and the south course of the Patricia Bay, B. C., radio range.

[Amdt. 11, 13 F. R. 5039, as amended by Amdt. 15, 13 F. R. 7299]

§ 601.4633 *Blue civil airway No. 33 (Archbold, Ohio, to Detroit, Mich.)* No reporting point designation.

[Amdt. 11, 13 F. R. 5039, as amended by Amdt. 17, 13 F. R. 8608]

§ 601.4634 *Blue civil airway No. 34 (Little Rock, Ark., to Tulsa, Okla.).* No reporting point designation.

[Amdt. 11, 13 F. R. 5039]

§ 601.4635 *Blue civil airway No. 35 (Topeka, Kans., to Kirksville, Mo.).* Topeka, Kans. (AFB) radio range station.

[Amdt. 22, 14 F. R. 2897]

§ 601.4636 *Blue civil airway No. 36 (Thurman, Colo., to North Platte, Nebr.).* No reporting point designation.

[Amdt. 11, 13 F. R. 5039, as amended by Amdt. 22, 14 F. R. 2897]

§ 601.4637 *Blue civil airway No. 37 (Casper, Wyo., to Rapid City, S. Dak.).* No reporting point designation.

[Amdt. 11, 13 F. R. 5040]

§ 601.4638 *Blue civil airway No. 38 (Annette Island, Alaska, to United States-Canadian Border).* Haines, Alaska, radio range station.

[Amdt. 11, 13 F. R. 5040]

§ 601.4639 *Blue civil airway No. 39 (Knoxville, Tenn., to United States-Canadian Border).* Syracuse, N. Y., radio range station; Watertown, N. Y., radio range station; Massena, N. Y., radio range station.

[Amdt. 22, 14 F. R. 2897]

§ 601.4340 *Blue civil airway No. 40 (Concord, N. H., to Burlington, Vt.).* Montpelier, Vt., radio range station.

[Amdt. 22, 14 F. R. 2897]

§ 601.4641 *Blue civil airway No. 41 (New York, N. Y., to United States-Ca-*

nadian Border). No reporting point designation.

[Amdt. 11, 13 F. R. 5040]

§ 601.4642 *Blue civil airway No. 42 (South Bend, Ind., to Battle Creek, Mich.).* No. reporting point designation.

[Amdt. 11, 13 F. R. 5040]

§ 601.4643 *Blue civil airway No. 43 (Birmingham, Ala., to Nashville, Tenn.).* No reporting point designation.

[Amdt. 11, 13 F. R. 5040]

§ 601.4644 *Blue civil airway No. 44 (Advance, Mo., to United States-Canadian Border).* No reporting point designation.

[Amdt. 11, 13 F. R. 5040, as amended by Amdt. 17, 13 F. R. 8604; Amdt. 22, 14 F. R. 2897]

§ 601.4645 *Blue civil airway No. 45 (Lake Charles, La., to Baton Rouge, La).* No reporting point designation.

[Amdt. 11, 13 F. R. 5040]

§ 601.4646 *Blue civil airway No. 46 (Los Angeles, Calif., to Oakland, Calif.).* No reporting point designation.

[Amdt. 11, 13 F. R. 5040]

§ 601.4647 *Blue civil airway No. 47 (Martinsburg, W. Va., to Philipsburg, Pa.).* No reporting point designation.

[Amdt. 11, 13 F. R. 5040]

§ 601.4648 *Blue civil airway No. 48 (New York, N. Y., to New Hackensack, N. Y.).* No reporting point designation.

[Amdt. 11, 13 F. R. 5040]

§ 601.4649 *Blue civil airway No. 49 (Atlantic City, N. J., to Philadelphia, Pa.).* No reporting point designation.

[Amdt. 11, 13 F. R. 5040, as amended by Amdt. 18, 14 F. R. 456]

§ 601.4650 *Blue civil airway No. 50 (Bangor, Maine, to United States-Canadian Border).* No reporting point designation.

[Amdt. 11, 13 F. R. 5040]

§ 601.4651 *Blue civil airway No. 51 (Wendover, Utah, to Dubois, Idaho).* No reporting point designation.

[Amdt. 11, 13 F. R. 5040, as amended by Amdt. 17, 8608]

§ 601.4652 *Blue civil airway No. 52 (Paso Robles, Calif., to Fresno, Calif.).* No reporting point designation.

[Amdt. 11, 13 F. R. 5040]

§ 601.4653 *Blue civil airway No. 53 (Providence, R. I., to Hartford, Conn.).* No reporting point designation.

[Amdt. 11, 13 F. R. 5040]

§ 601.4654 *Blue civil airway No. 54 (Salinas, Calif., to Hamilton Field, Calif.)* No reporting point designation.

[Amdt. 11, 13 F. R. 5040, as amended by Amdt. 16, 13 F. R. 7400]

§ 601.4655 *Blue civil airway No. 55 (Crestview, Fla., to Montgomery, Ala.).* No reporting point designation.

[Amdt. 11, 13 F. R. 5040]

§ 601.4656 *Blue civil airway No. 56 (Elizabeth City, N. C., to Washington, D. C.).* No reporting point designation.

[Amdt. 11, 13 F. R. 5040, as amended by Amdt. 15, 13 F. R. 7299]

§ 601.4657 *Blue civil airway No. 57 (Elko, Nev., to Burley, Idaho).* No reporting point designation.

[Amdt. 11, 13 F. R. 5040]

§ 601.4658 *Blue civil airway No. 58 (Sioux Falls, S. Dak., to Watertown, S. Dak.).* No reporting point designation.

[Amdt. 12, 13 F. R. 5658]

§ 601.4659 *Blue civil airway No. 59 (Pensacola, Fla., to Goodway, Ala.).* Pensacola, Fla., radio range station.

[Amdt. 14, 13 F. R. 6147]

§ 601.4660 *Blue civil airway No. 60 (Sunnyvale, Calif., to Stockton, Calif.).* No reporting point designation.

[Amdt. 17, 13 F. R. 8608]

§ 601.4661 *Blue civil airway No. 61 (Springfield, Mo., to Kansas City, Mo.).* No reporting point designation.

[Amdt. 17, 13 F. R. 8608]

§ 601.4662 *Blue civil airway No. 62 (Ypsilanti, Mich., to Flint, Mich.).* No reporting point designation.

[Amdt. 17, 13 F. R. 8608]

§ 601.4663 *Blue civil airway No. 63 (Olathe, Kans., to Topeka, Kans.).* No reporting point designation.

[Amdt. 22, 14 F. R. 2897]

§ 601.4664 *Blue civil airway No. 64 (Lebo, Kans., to Topeka, Kans.).* No reporting point designation.

[Amdt. 22, 14 F. R. 2897]

§ 601.4665 *Blue civil airway No. 65 (Garden City, Kans., to Goodland, Kans.).* No reporting point designation.

[Amdt. 22, 14 F. R. 2897]

§ 601.4666 *Blue civil airway No. 66 (Bridgeport, Conn., to Poughkeepsie, N. Y.).* No reporting point designation.

[Amdt. 22, 14 F. R. 2897]

§ 601.4667 *Blue civil airway No. 67 (Yuma, Ariz., to Las Vegas, Nev.).* No reporting point designation.

[Amdt. 22, 14 F. R. 2897]

OTHER REPORTING POINTS

§ 601.5001 *Other reporting points.* Whidbey Island, Wash.; Navy Radio Range.

Bass Intersection: Intersection of the east course of the Norfolk, Va. (Navy) radio range and the western boundary of the New York Oceanic control area.

Carp Intersection: Intersection of the southeast course of the Wilmington, N. C., VHF radio range and the western boundary of the New York Oceanic control area.

Cod Intersection: Intersection of the east course of the Nantucket, Mass., VHF radio range and the western boundary of the New York Oceanic control area.

East Charleston Intersection: Intersection of the southeast course of the Charleston, S. C., radio range and the centerline of the Wilmington, N. C.-West Palm Beach, Fla., Domestic control area.

East Melbourne Intersection: Intersection of the northeast course of the Melbourne, Fla., radio range and the centerline of the Wilmington, N. C.-West Palm Beach, Fla., Domestic control area.

East Nantucket Intersection: Intersection of the east course of the Nantucket, Mass., VHF radio range and the southeast course of the Squantum, Mass. (Navy) radio range.

East Norfolk Intersection: Intersection of the east course of the Norfolk, Va. (Navy) radio range and the northeast course of the Weeksville, N. C. (Navy) radio range.

Eel Intersection: Intersection of the southeast course of the Boston, Mass., radio range and the western boundary of the New York Oceanic control area.

Gateway Intersection: Intersection of the east course of the Jacksonville, Fla., radio range and the centerline of the Wilmington, N. C.-West Palm Beach, Fla., Domestic Control area.

Montauk Intersection: Intersection of the east course of the New York, N. Y. (La Guardia) radio range and the southwest course of the Providence, R. I., radio range.

North Nantucket Intersection: Intersection of the east course of the Boston, Mass., radio range and the centerline of the Nantucket, Mass.-Yarmouth, N. S., Domestic control area.

Shad Intersection: Intersection of the southeast course of the Millville, N. J., radio range and the western boundary of the New York Oceanic control area.

Seal Intersection: Intersection of the south course of the Nantucket, Mass., VHF radio range and the western boundary of the New York Oceanic control area.

South Bangor Intersection: Intersection of the southeast course of the Bangor, Maine, radio range and the centerline of the Nantucket, Mass.-Yarmouth, N. S., Domestic control area.

South Island Intersection: Intersection of the southeast course of the Newark, N. J., radio range and the northeast course of the Atlantic City, N. J. (Navy) radio range.

South Millville Intersection: Intersection of the southeast course of the Millville, N. J., radio range and the southeast course of the Atlantic City, N. J. (Navy) radio range.

South Portland Intersection: Intersection of the southeast course of the Portland, Maine, radio range and the centerline of the East Boston, Mass.-Yarmouth, N. S., Domestic control area.

Smelt Intersection: Intersection of the southeast course of the Charleston, S. C., radio range and the western boundary of the New York Oceanic control area.

Trout Intersection: Intersection of the east course of the Jacksonville, Fla., radio range and the western boundary of the New York Oceanic control area.

Tuna Intersection: Intersection of the southeast course of the Newark, N. J., radio range and the western boundary of the New York Oceanic control area.

Vineyard Intersection: Intersection of the west course of the Nantucket, Mass., VHF radio range and the southeast course of the Quonset Point, R. I. (Navy) radio range.

[Amdt. 17, 13 F. R. 8608, as amended by Amdt. 22, 14 F. R. 2897]

PART 609—STANDARD INSTRUMENT APPROACH PROCEDURE

Sec.
609.1 Introduction.
609.2 Ceiling and visibility minimums.
609.3 Directive.

AUTHORITY: §§ 609.1 to 609.3 issued under secs. 205 (a), 308, 52 Stat. 984, 986; 49 U. S. C. 425 (a), 458. Interpret or apply secs. 601, 52 Stat. 1007, as amended by Pub. Law 872, 80th Cong.; 49 U. S. C. 551.

§ 609.1 *Introduction.* (a) The following standard instrument approach procedures (including ceiling and visibility minimums for take-off and landing at particular airports) shall be identical for all users, with the following exceptions: The minimums for take-off and landing shall not apply to (1) military aircraft, or (2) users for whom the Administrator has specifically authorized lower minimums. The minimums for take-offs

shall not apply to those users for whom the Administrator has not been authorized to prescribe take-off minimums.

(b) Initial approach altitudes are the minimum en route cruising altitudes authorized for an airport between the last radio fix and the radio range station. These altitudes are based solely on clearance above terrain and obstructions to flight. The altitudes shown for initial approach on any radio range course shall be at least one thousand (1,000) feet above all obstructions, except for those areas designated as mountainous areas. Initial approach altitudes for mountainous areas shall not be less than the published en route minimums; where no en route minimums have been established, a clearance of at least two thousand (2,000) feet over all obstructions must be provided. Unless otherwise authorized by the Administrator, these altitudes shall provide for terrain clearance in an area five (5) miles each side of the center line of the radio range course from the last radio fix (radio range station or reliable intersection) to the range station: *Provided*, That no maneuvering is contemplated for this course. Where it is anticipated that maneuvering will be necessary on any radio range course, either for holding purposes or otherwise, a minimum lateral clearance of ten (10) miles from the center line of the radio range course will be provided for the maneuvering side, and five (5) miles clearance provided for the opposite side. Where adequate radio fixes exist, altitudes will be shown for all range courses, either on or off airways. Where no radio fix exists, the term "Minimum en route altitude" will be used for the direction involved.

(c) If the range-associated airport is more than 7 miles from the range, visual contact must be established over the range on the final approach, and visual contact complied with from range station to airport.

(d) This policy is of the same nature as that covering a multiple-airport range. This latter policy directs all traffic first to the key (range-associated) airport and thence by visual contact operations from over that airport to one or more procedure-approved airports in the same area.

(e) Because of the rugged terrain adjacent to many of these range-associated airports, the Coast and Geodetic Survey charts, especially the Approach and Landing Charts, covering the area where an instrument let-down is proposed, should be carefully studied before an approach is made.

(f) Revisions of, or additions to, these procedures will be published in the FEDERAL REGISTER and Code of Federal Regulations, and may appear in the Airman's Guide and Flight Information Manual.

[13 F. R. 1423, as amended by Amdt. 1, 13 F. R. 5312]

§ 609.2 *Ceiling and visibility minimums.* (a) Regular landing minimums (identified by "R" in the tables) are authorized when it is necessary to circle the airport for landing. They apply to all types of aircraft except aircraft having stall speeds, as established in the Airplane Operating Manual, of 75 miles per hour or less at maximum certificated landing weight with full flaps, landing gear extended, and power off, which are authorized to operate into airports with ceiling minimums 100 feet lower and visibility minimums one-half mile less than the published regular landing minimums, but in no case less than ceiling 500 feet and visibility 1 mile, or less than the authorized straight-in landing minimums, whichever is higher.

(b) Straight-in landing minimums (identified by "S" in the tables) are authorized only when landing can be accomplished straight in from the navigational facility being used to the near end of the runway without exceeding 500 feet per minute rate of descent and without change of direction of more than 30 degrees. They apply to all types of aircraft.

(c) Alternate minimums (identified by "A" in the tables) are authorized when an alternate airport is required. They apply to all types of aircraft.

(d) Take-off minimums (identified by "T" in the tables) apply to all types of aircraft.

(e) Not authorized (identified by "NA" in the tables).

[13 F. R. 1423, as amended by Amdt. 1, 13 F. R. 5312]

§ 609.3 *Directive.* The following standard instrument approach procedures, including ceiling and visibility minimums, are hereby prescribed:

(a) *Low frequency ranges.*

Station	Min. initial appr. alt. from the direction and radio fix indicated	Shuttle	Final appr. leg	Procedure turn min. alt. at distances from radio range station	Min. alt. over range final appr.	Station to airport: Mag. bear.	Station to airport: Dist. (mi.)	CAT	Ceiling and visibility minimums: Day: Ceil. (ft.)	Day: Vis. (mi.)	Night: Ceil. (ft.)	Night: Vis. (mi.)	If visual contact not established over airport at authorized landing minimums, or if landing not accomplished —
Aberdeen, S. Dak.: Aberdeen Airport, el. 1,299'.	N—2,800' (Jamestown range). SE—2,000' (Watertown range). S—2,500' (Huron range). NW—3,300' (Bismarck range).	None	S	10 mi.—2,500' E side S leg. 15 mi.—2,500' E side S leg. 20 mi.—2,500' E side S leg. 25 mi.—2,500' E side S leg.	2,000'	341°	2.5	R S A T	500 500 1,000 300	1.5 1.0 3.0 1.0	500 500 1,000 300	1.5 1.0 3.0 1.0	Climb to 2,800' on N leg within 25 mi.
Abilene, Tex.: Abilene Air Terminal, el. 1,757'.	N—Min. enroute alt. E—4,000' (Fort Worth range). S—Min. enroute alt. W—4,000' (Big Spring range). N—2,500' (Phantom Hill FM., final.	None	N	10 mi.—3,000' W side N leg. 15 mi.—3,000' W side N leg. 20 mi.—3,000' W side N leg. 25 mi.—3,000' W side N leg.	2,500'	180°	2.2	R S A T	500 500 1,000 300	1.5 1.0 3.0 1.0	500 500 1,000 300	2.0 1.0 3.0 1.0	Climb to 4,000' on S leg within 25 mi.
Abilene AFF, el. 1,791'.	(Make let-down to Abilene Air Terminal. Fly contact from Abilene Air Terminal to Abilene AFF.)												(Being revised.)
Acomita, N. Mex.: CAA Int. Field, el. 6,517'.													
Advance, Mo.: CAA Int. Field, el. 355'	N—2,500' (S leg St. Louis). E—Min. enroute alt. S—2,000' (Memphis range). W—Min. enroute alt.	None	S	10 mi.—2,000' W side S leg. 15 mi.—2,000' W side S leg. 20 mi.—2,000' W side S leg. 25 mi.—2,000' W side S leg.	1,155'	354°	1.5	R S A T	500 1,000 300 500	1.5 3.0 1.0 1.5	500 1,000 300 500	2.0 3.0 2.0 1.5	Climb to 2,000' on N leg.
Akron, Colo.: CAA Int. Field, el. 4,985'.	N—6,000' (E leg Cheyenne). E—3,000' (Hayes Center range). S—Min. enroute alt. W—6,000' (Denver range).	None	N	10 mi.—5,700' W side N leg. 15 mi.—5,700' W side N leg. 20 mi.—5,700' W side N leg. 25 mi.—5,700' W side N leg.	5,200'	154°	3.6	R S A T	500 1,000 300 700	1.0 3.0 1.0 1.5	500 1,000 300 700	1.0 3.0 1.0 1.5	Climb to 6,000' on S leg within 25 mi. Climb to 2,500' on NE leg.
Akron, Ohio: Akron Airport, el. 1,042'.	NE—2,500' (E leg Cleveland). NE—2,400' (Akron LFM). SE—2,500' (S leg Youngstown). SW—2,400' (E leg Columbus). NW—2,500' (W leg Cleveland).	None	SW	10 mi.—2,400' S side SW leg. 15 mi.—2,400' S side SW leg. 20 mi.—2,400' S side SW leg. 25 mi.—2,400' S side SW leg.	1,800'	45°	0.4	R S A T	1,000 400	3.0 1.0	1,000 400	3.0 1.0	
Albany, Ga.: Turner Field, el. 215'.	NE—Min. enroute alt. SE—Min. enroute alt. SW—Min. enroute alt. NW—3,000' (Lawson range).	None	NE	10 mi.—2,500' W side NE leg. 15 mi.—2,500' W side NE leg. 20 mi.—2,500' W side NE leg. 25 mi.—2,500' W side NE leg.	2,200'	202°	12.4	R S A T	2,000 300	1.0 1.0	2,000 300	2.0 1.0	If not contact over range, climb to 3,000' on SW leg within 25 mi.
Albany, N. Y.: Albany Airport, el. 282'.			N			195°	3.1	R S A T	600 500 1,000 300	1.5 1.0 3.0 1.0	600 500 1,000 300	2.0 2.0 3.0 1.0	(Being revised.)
Procedure No. 1													(Being revised.)
Procedure No. 2	SW—1,300' (Colonie LFM)			Straight-in approach only	1,300' over Colonie LFM	15° from Colonie LFM	1.5						
Schenectady Co. Airport, el. 392'.	(Make let-down to Albany Airport. Fly contact from Albany Airport to Schenectady Co. Airport.)							R S A T	1,000	1.0	1,000	2.0	
Troy Airport, el. 325'.	(Make let-down to Albany Airport. Fly contact from Albany Airport to Troy Airport.)							R S A T	1,000 1,000 800 NA	3.0 1.0 2.0	1,000 1,000 800 NA	3.0 2.0 2.0	Turn left, climb to 10,000' on W leg.
Albuquerque, N. Mex.: Kirtland Field, el. 5,330'.	N—Min. enroute alt. E—11,000' (S leg Otto). S—10,000' (Eagle range). S—6,400' (Peralta FM., final. W—10,000' (Acomita range).	None	S	10 mi.—8,000' W side S leg. 15 mi.—8,000' W side S leg. 20 mi.—8,000' W side S leg. 25 mi.—8,000' W side S leg.	6,300'	354°	3.1	R S A T	1,000 500	3.0 2.0	1,000 500	3.0 2.0	
Alexandria, La.: Alexandria Airport, el. 88'.	NE—Min. enroute alt. SE—Min. enroute alt. SW—1,500' (N leg Lake Charles). NW—Min. enroute alt.	None	SE	10 mi.—1,500' E side SE leg. 15 mi.—1,500' E side SE leg. 20 mi.—1,500' E side SE leg.	1,000'	310°	5.7	R S A T	500 500 1,000 300	1.5 1.0 3.0 1.0	500 500 1,000 300	1.5 1.5 3.0 1.0	Climb to 1,500' on NW leg within 25 mi.
Alexandria, Minn.: Alexandria Airport, el. 1,423'.	N—Min. enroute alt. SE—2,600' (Minneapolis range). S—Min. enroute alt. NW—2,500' (Fargo range).	None	N	10 mi.—2,700' W side N leg. 15 mi.—2,800' W side N leg. 20 mi.—2,800' W side N leg. 25 mi.—2,800' W side N leg.	2,200'	186°	2.0	R S A T	700 700 800 300	1.5 1.0 2.0 1.0	700 700 800 300	1.5 1.5 2.0 1.0	Climb to 2,800' on S leg within 25 mi.
Alice, Tex.: Alice Airport, el. 177'.	NW—1,500' (S leg Alamo). E—1,400' (Corpus Christi range). S—1,300' (E leg Corpus Christi). W—2,000' (Laredo range).	None	W	10 mi.—1,300' S side W leg. 15 mi.—1,300' S side W leg. 20 mi.—1,300' S side W leg. 25 mi.—1,300' S side W leg.	1,000'	72°	3.6	R S A T	500 500 1,000 300	1.5 1.0 3.0 1.0	500 500 1,000 300	1.5 1.5 3.0 1.0	Climb to 1,400' on E leg.
Allentown, Pa.: Allentown-Bethlehem Airport, el. 392'.			NE			192°	2.7	R S A T	600 600 1,000 300	1.5 1.0 3.0 1.0	600 600 1,000 300	2.0 2.0 3.0 1.0	(Being revised.)
Alma, Ga.: Alma Airport, el. 200'.	NE—Min. enroute alt. SE—1,500' (Jacksonville range). SW—Min. enroute alt. NW—1,500' (Macon range).	None	NW	10 mi.—1,300' W side NW leg. 15 mi.—1,300' W side NW leg. 20 mi.—1,300' W side NW leg. 25 mi.—1,300' W side NW leg.	900'	144°	2.2	R S A T	500 500 1,000 300	1.5 1.0 3.0 1.0	500 500 1,000 300	1.5 1.5 3.0 1.0	Climb on right side of SE leg to 1,500'.

Station	Min. initial apch. alt. from the direction and radio fix indicated	Shuttle	Final appr. leg	Procedure turn min. alt. at distances from radio range station	Min. alt. over range final appr.	Station to airport		Ceiling and visibility minimums					If visual contact not established over airport at authorized landing minimums, or if landing not accomplished—
						Mag. bear.	Dist. (mi.)	Type	Day		Night		
									Ceil. (ft.)	Vis. (mi.)	Ceil. (ft.)	Vis. (mi.)	
Altoona, Pa.: Blair Co. Airport, el. 1,495'			N			203°	1.3	R	1,000	2.0	1,000	2.0	(Being revised.)
								A	1,000	3.0	1,000	3.0	
								T	500	1.5	500	1.5	
Amarillo, Tex.: English Field, el. 3,604'													
Procedure No. 1	N—Min. enroute alt.	None	W	10 mi.—5,000' S side W leg	4,400'	77°	2.1	R	500	1.5	500	1.5	Climb to 4,700' on E leg.
	E—4,700' (NE leg Clarendon).			15 mi.—5,000' S side W leg.				A	1,000	3.0	1,000		
	S—Min. enroute alt.			20 mi.—5,000' S side W leg.				T	300	3.0	300	3.0	
	W—5,300' (Tucumcari range).			25 mi.—5,000' S side W leg.								1.0	
	W—4,400' (Soney FM) final.												
Procedure No. 2	N—Min. enroute alt.	None	E	10 mi.—4,700' N side E leg	4,200' over Amarillo LFM	257° from Amarillo LFM	1.9						If not contact over range, climb to 5,200' on W leg.
	E—4,700' (NE leg Clarendon).			15 mi.—4,700' N side E leg.									
	E—4,200' (NW leg Clarendon) final.			20 mi.—4,700' N side E leg.									
	S—Min. enroute alt.			25 mi.—4,700' N side E leg.									
	W—5,200' (Tucumcari range).												
Andrews (Camp Springs), Md.	(No procedure approved.)												
Arcata, Calif.	(No procedure approved.)												
Arcola, Va.	(No associated airport.)												
Astoria, Oreg.	(No procedure approved.)												
Atlanta, Ga.:													
Atlanta Airport, el. 1,005', AG range:													
Procedure No. 1			SE			331°	1.9	R	500	1.5	500	1.5	(Being revised.)
								S	500	1.0	500	1.0	
								A	1,000	3.0	1,000	3.0	
								T	300	1.0	300	1.0	
Procedure No. 2			NW			151° from East Pt. LFM	3.5	R	500	1.5	500	2.0	(Being revised.)
								S	500	1.0	500	2.0	
								A	1,000	3.0	1,000	3.0	
								T	300	1.0	300	1.0	
Atlanta NAS, el. 1,002', NCQ range.			W			80°	3.2	R	700	1.5	700	2.0	(Being revised.)
								S	500	1.0	500	2.0	
								A	1,000	3.0	1,000	3.0	
								T	300	1.0	300	1.0	
Augusta, Ga.: Daniel Field, el. 424'	NE—1,600' (SE leg Spartansburg)	None	SW	10 mi.—1,600' S side SW leg	1,100'	46°	2.1	R	600	1.5	600	2.0	Climb to 1,600' on NE leg.
	E—1,600' (Charleston range).			15 mi.—1,600' S side SW leg.				S	500	1.0	500	2.0	
	SW—1,600' (NW leg Aiken).			20 mi.—1,600' S side SW leg.				A	1,000	3.0	1,000	3.0	
	W—2,000' (NE leg Atlanta).			25 mi.—1,600' S side SW leg.				T	300	1.0	300	1.0	
Augusta, Maine: Augusta State Airport, el. 354'.	NE—1,700' (SW course Bangor)	None	SW	10 mi.—1,900' S side SW leg	1,300'	81°	2.0	R	600	1.5	600	2.0	Climb to 1,700' on NE leg.
	E—Min. enroute alt.			15 mi.—1,900' S side SW leg.				S	600	1.0	600	2.0	
	SW—1,800' (Portland range).			20 mi.—1,900' S side SW leg.				A	1,000	3.0	1,000	3.0	
	W—2,000' (SW leg Bangor).			25 mi.—1,900' S side SW leg.				T	300	1.0	300	1.0	
Austin, Tex.:													
Mueller Airport, el. 620'	NE—2,600' (SE leg Waco)	None	NW	10 mi.—2,100' W side NW leg	1,500'	117°	1.8	R	500	1.5	500	1.5	Climb to 2,100' on SE leg.
	SE—2,100' (E leg San Marcos).			15 mi.—2,300' W side NW leg.				A	1,000	3.0	1,000	3.0	
	SW—2,500' (N leg San Antonio-Kelly).			20 mi.—2,300' W side NW leg.				T	300	1.0	300	1.0	
	SW—2,000' (N leg San Marcos).			25 mi.—2,300' W side NW leg.									
	NW—2,500' (N leg San Antonio-Kelly).												
Bergstrom AFF, el. 515'	(Make let-down to Mueller Airport. Fly contact from Mueller Airport to Bergstrom AFF)							R	1,000	1.0	1,000	2.0	
								A	1,000	3.0	1,000	3.0	
								T	1,000	1.0	1,000	2.0	
Haile Field, el. 725'	(Make let-down to Mueller Airport. Fly contact from Mueller Airport to Haile Field)							R	1,000	1.0	1,000	2.0	
								A	1,000	3.0	1,000	3.0	
								T	1,000	1.0	1,000	2.0	
Baker, Oreg.: Baker Airport, el. 3,368'	NE—Min. enroute alt.	On SE leg to 8,000' within 20 mi.	NW	10 mi.—7,000' E side NW leg	5,060'	116°	1.8	R	1,700	1.0	1,700	2.0	If not contact over range, immediately make 180° left turn and climb to 9,000' on NW leg within 10 mi.
	SE—9,000' (Boise range).			15 mi.—9,000' E side NW leg.				S	NA		NA		
	SW—Min. enroute alt.			20 mi.—NA.				A	1,700	2.0	1,700	2.0	
	NW—10,000' (Pendleton range).			25 mi.—NA.				T	1,000	1.0	1,000	2.0	
Bakersfield, Calif.:													
Bakersfield-Kern Co., Airport, el. 515'.	N—3,000' (Fresno range)	None	N	10 mi.—2,000' W side N leg	1,600'	141°	1.5	R	700	2.0	700	2.0	Turn right W and climb to 5,000' on N leg.
	N—1,600' (Famoso FM) final.			15 mi.—2,000' W side N leg.				S	NA		NA		
	E—Min. enroute alt.			20 mi.—2,000' W side N leg.				A	1,000	3.0	1,000	3.0	
	S—10,000' (Newhall range).			25 mi.—2,000' W side N leg.				T	300	1.9	300	1.0	
	S—6,000' (Lucas FM).												
	W—Min. enroute alt.												
Minter Field, el. 425'	(Make let-down to Bakersfield-Kern Co. Airport. Fly contact from Bakersfield-Kern Co. Airport to Minter Field)							R	1,000	1.0	1,000	2.0	
								A	1,000	3.0	1,000	3.0	
								T	1,000	1.0	1,000	2.0	
Baltimore, Md.: Baltimore Airport, el. 14'.	N—1,800' (W leg Philadelphia)	None	E	10 mi.—1,200' E side S leg	800'	15°	2.4	R	600	1.5	600	1.5	Climb to 1,800' on N. leg.
	E—Min. enroute alt.			15 mi.—1,700' E side S leg.				S	600	1.0	600	1.0	
	S—1,200' (SE leg Washington).			20 mi.—1,700' E side S leg.				A	1,000	3.0	1,000	3.0	
	W—Min. enroute alt.			25 mi.—1,700' E side S leg.				T	400	1.0	400	1.5	
	W—1,800' (NE leg Washington).												
Bangor, Maine: Dow Field, el. 99'	NE—2,500' (S leg Houlton)	None	NW	10 mi.—1,500' W side NW leg	1,000'	172°	2.1	R	500	1.5	500	1.5	Climb to 2,500' on SE leg.
	SE—Min. enroute alt.			15 mi.—2,000' W side NW leg.				S	500	1.0	500	1.5	
	SW—2,500' (SE leg Augusta).			20 mi.—2,000' W side NW leg.				A	1,000	3.0	1,000	3.0	
	NW—2,500' (S leg Millinocket).			25 mi.—2,000' W side NW leg.				T	300	1.0	300	1.0	
	NW—1,000' (Corinth FM) final.												

Station	Min. initial appr. alt. from the direction and radio fix indicated	Shuttle	Final appr. leg	Procedure turn min. alt. at distance from radio range station	Min. alt. over range final appr.	Station to airport		Ceiling and visibility minimums					If visual contact not established over airport at authorized landing minimums, or if landing not accomplished—
						Mag. bear.	Dist. (mi.)	A/C	Day		Night		
									Ceil. (ft.)	Vis. (mi.)	Ceil. (ft.)	Vis. (mi.)	
Bastrop (Shreveport), La.: Barksdale Field, el. 95'.	NE—1,500' (E leg Shreveport). SE—Min. en route alt. SW—Min. en route alt. SW—1,500' (E leg Shreveport). NW—1,500' (E leg Shreveport).	None	SE	10 mi.—1,500' E side SE leg. 15 mi.—1,500' E side SE leg. 20 mi.—1,500' E side SE leg. 25 mi.—1,500' E side SE leg.	800'	325°	4.4	R S A T	500' 500 1,000 500	1.5 1.0 3.0 1.0	500 500 1,000 500	1.5 1.5 3.0 1.0	Climb to 1,500' on NW leg.
Baton Rouge, La.: Harding Field, el. 56'.	NE—Min. en route alt. SE—1,500' (W leg New Orleans). SW—1,500' (E leg Lake Charles). NW—1,500' (Alexandria range).	None	NW	10 mi.—1,000' W side NW leg 15 mi.—1,000' W side NW leg. 20 mi.—1,000' W side NW leg. 25 mi.—1,000' W side NW leg.	800'	117°	3.4	R S A T	500 500 1,000 300	1.5 1.0 3.0 1.0	500 500 1,000 300	1.5 1.5 3.0 1.0	Climb to 1,500' on SE leg.
Battle Creek, Mich.: Kellogg Field, el. 936'.	N—2,200' (E leg Grand Rapids). E—2,200' (SE leg Lansing). S—2,000' (E leg South Bend). W—3,200' (N leg Goshen).	None	S	10 mi.—2,100' E side S leg. 15 mi.—2,100' E side S leg. 20 mi.—2,100' E side S leg. 25 mi.—2,100' E side S leg.	1,600'	3°	3.2	R S A T	500 500 1,000 500	1.5 1.0 3.0 1.0	500 500 1,000 300	1.5 1.5 3.0 1.0	Climb to 2,200' on N leg.
Battle Mountain, Nev. (No instrument let-downs authorized.)													
Beaumont, Tex.: Jefferson Co. Airport, el. 15'.	N—Min. en route alt. E—1,300' (Lake Charles range). S—Min. en route alt. W—1,600' (Houston range).	None	N	10 mi.—1,400' W side N leg. 15 mi.—1,400' W side N leg. 20 mi.—1,400' W side N leg. 25 mi.—1,400' W side N leg.	900'	160°	3.7	R S A T	500 500 1,000 300	1.5 1.0 3.0 1.0	500 500 1,000 300	1.5 1.5 3.0 1.0	Climb to 1,500' on S leg.
Beaumont Airport, el. 31'.	(Make let-down to Jefferson Co. Airport. Fly contact from Jefferson Co. Airport to Beaumont Airport).							R A T	1,000 1,000 1,000	1.0 3.0 2.0	1,000 1,000 1,000	2.0 3.0 2.0	
Bellingham, Wash.: Bellingham Airport, el. 158'.	NE—10,000' (Princeton range). S—4,000' (Everett range). SW—3,500' (SE leg Partrick Bay). NW—2,000' (Vancouver range).	None	NW	10 mi.—1,500' W side NW leg 15 mi.—1,500' W side NW leg. 20 mi.—1,500' W side NW leg. 25 mi.—1,500' W side NW leg.	1,300'	114°	2.9	R S A T	600 NA 1,000 300	1.5 ... 3.0 1.0	700 NA 1,000 300	2.0 ... 3.0 1.0	Turn right and climb to 2,000' on NW leg.
Big Spring, Tex.: Big Spring Airport, el. 2,595'.	E—4,000' (Abilene range). SE—4,000' (SW leg Goodfellow). W—4,000' (NW leg Midland). W—3,200' (Stanton FM, final. N—5,000' (E leg Lubbock).	None	W	10 mi.—4,000' S side W leg. 15 mi.—4,000' S side W leg. 20 mi.—4,000' S side W leg. 25 mi.—4,000' S side W leg.	3,200'	70°	3.9	R S A T	600 500 1,000 300	1.5 1.0 3.0 1.0	600 500 1,000 300	1.5 1.5 3.0 1.0	Climb to 4,000' on E leg.
Billings, Mont.: Billings Airport, el. 3,612'.	NE—5,000' (Custer range). NE—4,500' (Nibbe FM, final. SE—8,000' (Sheridan range). W—9,000' (Livingston range). W—5,500' (Park City FM). N—8,000' (E leg Lewistown).	None	NE	10 mi.—5,000' N side NE leg. 15 mi.—5,000' N side NE leg. 20 mi.—5,000' N side NE leg. 25 mi.—5,000' N side NE leg.	4,500'	247°	1.3	R S A T	500' NA 1,000 300	1.5 ... 3.0 1.0	500 NA 1,000 300	1.5 ... 3.0 1.0	Climb to 5,500' on W leg within 10 mi.
Birmingham, Ala.: Birmingham Airport, el. 646'.			N			178°	3.0	R S A T	900 800 1,000 300	1.5 1.0 3.0 1.0	900 800 1,000 300	1.5 1.5 3.0 1.0	(Being revised.)
Bismarck, N. Dak.: Bismarck Airport, el. 1,653'.	N—3,400' (SE leg Minot). E—3,400' (Jamestown range). S—Min. en route alt. W—3,800' (Dickinson range). W—3,300' (Judson FM). (No procedure approved.)	None	E	10 mi.—3,400' S side E leg.* 15 mi.—3,400' S side E leg. 20 mi.—3,400' S side E leg. 25 mi.—3,400' S side E leg.	2,500'	260°	2.3	R A T	500 800 300	1.5 2.0 1.0	500 800 300	1.5 2.0 1.0	Climb to 3,800' on W leg.* All turns will be made on the S side of the leg. Tower 2,408' MSL, 4 mi. N, 6 miles E of range
Blackstone, Va.: Blackstone AFF, el. 440'.													
Blythe, Calif.: Blythe AFF, el. 397'.	N—6,000' (Needles range). E—6,000' (N leg Gila Bend). S—5,000' (Yuma range). W—8,000' (N leg Indio).	None	S	10 mi.—2,000' W side S leg. 15 mi.—2,000' W side S leg. 20 mi.—4,000' W side S leg. 25 mi.—4,000' W side S leg.	1,200'	268°	4.1	R S A T	800 NA 1,000 800	2.0 ... 3.0 2.0	800 NA 1,000 800	2.0 ... 3.0 2.0	If not contact over range, turn left and climb to 5,000' on S leg.
Blytheville, Ark.: Blytheville Airport, el. 254'.	NE—Min. en route alt. SE—Min. en route alt. SW—2,000' (N leg Memphis). NW—2,000' (N leg Memphis).	None	NE	10 mi.—1,500' N side NE leg. 15 mi.—1,500' N side NE leg. 20 mi.—1,500' N side NE leg. 25 mi.—1,500' N side NE leg.	800'	227°	14.2	R A T	1,000 1,500 1,000	1.0 3.0 1.0	1,000 1,500 1,000	2.0 3.0 2.0	If not contact over range, climb to 2,000' on SW leg.
Boise, Idaho: Boise Air Terminal, el. 2,858'.	NE—Min. en route alt. SE—9,000' (Burley range). SE—7,700' (Mountain Home FM). SW—Min. en route alt. NW—9,000' (Baker range). NW—5,500' (Payette FM). NW—3,800' (Eagle FM, final.	None	NW	10 mi.—4,000' W side NW leg. 15 mi.—5,000' W side NW leg. 20 mi.—5,000' W side NW leg. 25 mi.—5,000' W side NW leg.	3,800'	110°	2.3	R S A T	700 NA 1,000 300	1.5 ... 3.0 1.0	700 NA 1,000 300	1.5 ... 3.0 1.0	Turn right and climb to 4,000' on NW leg within 10 mi. High terrain 8 mi N of NW leg, 10 mi S of range.
Boston, Mass.: Logan Airport, el. 12': Procedure No. 1.	N—1,700' (SE leg Concord). N—sector (Peabody FM, final. E—Min. en route alt. SW—1,700' (N leg Providence). W—1,700' (N leg Providence).	None	N	10 mi.—1,500' W side N leg. 15 mi.—1,500' W side N leg. 20 mi.—1,500' W side N leg. 25 mi.—1,500' W side N leg.	800'	238°	1.4	R A T	600 1,000 300	1.5 3.0 1.0	700 1,000 300	1.5 3.0 1.0	Climb to 1,700' on SW leg.
Procedure No. 2.	N—1,500' (SE leg Concord). E—Min. en route alt. SW—1,700' (N leg Providence). SW—1,700' (E leg Hull FM) final. W—1,700' (N leg Providence).	None	SW	10 mi.—1,600' S side SW leg. 15 mi.—1,600' S side SW leg. 20 mi.—1,600' S side SW leg. 25 mi.—1,600' S side SW leg.	1,200' over S. Boston LFM	58° from So. Boston LFM	1.9	R A T	600 1,000 300	1.5 3.0 1.0	700 1,000 300	1.5 3.0 1.0	Climb to 1,500' on N leg.
Bowling Green, Ky.: Bowling Green Airport, el. [illegible].	[illegible]	None	SE	10 mi.—2,000' N side SE leg. 15 mi.—2,000' N side SE leg. 20 mi.—2,000' N side SE leg. 25 mi.—2,000' N side SE leg.	1,500'	290°	3.8	R A	800 1,000	1.0 3.0	800 1,000	2.0 3.0	Climb to 2,000' on NW leg within 25 mi.

Station	Minimum enroute alt. (feet) and radio facility (if controlled)	Shuttle	Final approach leg	Procedure turn made at distances from radio range station	Min. alt. over range final appr.	Station to airport		Ceiling and visibility minimums				If visual contact not established over airport at authorized landing minimums, or if landing not accomplished—
						Mag. bear.	Dist. (mi.)		Day		Night	
									Ceil. (ft.)	Vis. (mi.)	Ceil. (ft.)	Vis. (mi.)
Bozeman, Mont.: Gallatin Field, el. 4,461'.						319°	0.8	R A T	1,500 1,500 1,000	2.0 2.0 1.0	1,500 1,500 1,000	3.0 3.0 1.0	(Being revised.)
Brandywine, Md.:	(No associated airport.)												
Bridgeport, Conn.: Bridgeport Airport, el. 9'.	NE—2,000' (SE leg Hartford). SE—1,500' (NE leg Mitchel). SW—1,500' (E leg Lee Guarden). NW—2,000' (NE leg Newark).	None	NE	10 mi.—1,500' N side NE leg. 15 mi.—1,500' N side NE leg. 20 mi.—2,000' N side NE leg. 25 mi.—2,000' N side NE leg.	1,000'	231°	4.0	R S A T	500 500 1,000 300	1.5 1.0 3.0 1.0	500 500 1,000 300	1.5 1.5 3.0 1.0	Climb to 1,500' on SW leg.
Brownsville, Tex.:													
International Airport, el. 22'.	N—Min. enroute alt. N—700' (Los Fresnos FM) final. E—Min. enroute alt. S—Min. enroute alt. W—1,300' (S leg Alice).	None	N	10 mi.—1,200' W side N leg. 15 mi.—1,200' W side N leg. 20 mi.—1,200' W side N leg. 25 mi.—1,200' W side N leg.	700'	157°	2.3	R S A T	500 500 1,000 300	1.5 1.0 3.0 1.0	500 500 1,000 300	1.5 1.5 3.0 1.0	Climb to 1,300' on S leg within 25 mi.
Mauldin Airport, el. 22'.	(Make let-down to international airport. Fly contact from International Airport to Mauldin.)							R A T	1,000 1,000 1,000	1.0 3.0 1.0	1,000 1,000 1,000	2.0 3.0 2.0	
Buffalo, N. Y.: Buffalo Airport, el. 711':													
Procedure No. 1.	NE—2,000' (W leg Rochester). NE—1,300' (Wolcottsville FM) final. E—2,000' (E Pembroke FM). E—2,500' (S leg Rochester). SW—2,000' (E leg Clear Creek). W—2,000' (NE leg Clear Creek).	None	NE	10 mi.—1,800' N side NE leg. 15 mi.—1,800' N side NE leg. 20 mi.—2,000' N side NE leg. 25 mi.—2,000' N side NE leg.	1,300'	230°	0.9	R A T	500 1,000 300	1.5 3.0 1.0	500 1,000 300	1.5 3.0 1.0	Climb to 2,000' on SW leg.
Procedure No. 2.	NE—2,000' (W leg Rochester). NE—1,300' (Wolcottsville FM). E—2,500' (S leg Rochester). E—2,000' (E Pembroke FM). SW—2,000' (E leg Clear Creek). SW—1,500' (Angola FM) final. W—2,000' (NE leg Clear Creek).	None	SW	10 mi.—2,000' S side SW leg. 15 mi.—2,000' S side SW leg. 20 mi.—2,000' S side SW leg. 25 mi.—2,000' S side SW leg.	1,500' over Cheektowaga LFM	50° from Cheektowaga LFM	2.7	R S A T	500 500 1,000 300	1.5 1.0 3.0 1.0	500 500 1,000 300	1.5 1.5 3.0 1.0	Climb to 2,000' on NE leg.
Burbank, Calif.: Lockheed Air Terminal, el. 703'.	(No procedure approved).												
Burley, Idaho: Burley Airport, el. 4,149'.						200°	2.7	R S A T	700 700 1,000 500	1.5 1.0 3.0 1.0	700 700 1,000 500	2.0 2.0 3.0 2.0	(Being revised.)
Burlington, Iowa: Burlington Airport, el. 698'.	NE—2,000' (S leg Moline). S—Min. enroute alt. SW—2,000' (Kirkville range). N—2,000' (W leg Moline).	None	S	10 mi.—1,800' E side S leg. 15 mi.—1,800' E side S leg. 20 mi.—2,000' E side S leg. 25 mi.—2,000' E side S leg.	1,300'	357°	1.9	R S A T	500 500 1,000 500	1.5 1.0 3.0 1.0	500 500 1,000 500	1.5 1.0 3.0 1.0	Climb to 2,000' on N leg.
Burlington, Vt.: Burlington Airport, el. 334'.	N—3,500' (E leg Montreal). SE—6,000' (SW leg Montpelier). SE—2,500' (Huntington FM). S—4,000' (Albany range). S—2,000' (Vaverines FM). NW—1,500' (Montreal range). NW—1,100' (Gingerbread FM) final.	None	NW	10 mi.—1,500' W side NW leg. 15 mi.—1,500' W side NW leg. 20 mi.—2,500' W side NW leg. 25 mi.—2,500' W side NW leg.	1,100'	151°	2.8	R S A T	700 700 1,000 400	1.5 1.0 3.0 1.0	700 700 1,000 400	2.0 2.0 3.0 1.0	Climb to 4,000' on S leg.
Butte, Mont.: Butte Airport, el. 5,553'.	N—9,000' (E leg Drummond). SE—10,000' (Whitehall range). S—11,500' (Dillon range). NW—12,700' (SW leg Drummond).	None	N	10 mi.—9,000' E side N leg*. 15 mi.—9,000' E side N leg. 20 mi.—NA. 25 mi.—NA.	9,000'	99°	16.1	R S A T	2,500 NA 2,500 1,500	1.5 NA 1.5 1.0	2,500 NA 2,500 1,500	2.0 NA 2.0 2.0	If not contact over range, climb to 11,000' on SE leg within 15 mi. *Procedure turn to W not authorized due to high terrain. Sliding scale not authorized for landing.
Carlsbad, N. Mex.: Carlsbad Airport, el. 3,276'.						322°	3.7	R S A T	500 500 1,000 500	1.5 1.0 3.0 1.0	500 500 1,000 500	1.5 1.5 3.0 1.0	(Being revised.)
Casper, Wyo.:													
Wardwell Field, el. 5,346'.						256°	2.0	R S A T	500 500 1,000 500	1.5 1.0 3.0 1.0	500 500 1,000 500	2.0 2.0 3.0 1.0	(Being revised.)
Casper AFF, el. 5,347'.	(Make let-down to Wardwell Field. Fly contact from Wardwell Field to Casper AFF).							R A T	1,000 1,000 1,000	1.0 3.0 1.0	1,000 1,000 1,000	2.0 3.0 2.0	
Chanute (Rantoul), Ill.: Chanute Field, el. 758'.	NE—1,900' (NW leg Lafayette). E—2,000' (SW leg Lafayette). SW—2,400' (NW leg Effingham). W—2,000' (SE leg Springfield).	None	SW	10 mi.—2,100' W side SW leg. 15 mi.—2,100' W side SW leg. 20 mi.—2,300' W side SW leg. 25 mi.—2,100' W side SW leg.	1,600'	45°	3.5	R S A T	500 500 1,000 500	1.5 1.0 3.0 1.0	500 500 1,000 500	1.5 1.5 3.0 1.0	Climb to 1,900' on NE leg.
Chanute, Kans.: Chanute Airport, el. 1,000'.	N—2,400' (SW leg Kansas City). E—2,100' (S leg Joplin). S—2,100' (NE leg Tulsa). W—3,000' (NE leg Wichita).	None	E	10 mi.—2,100' N side E leg. 15 mi.—2,100' N side E leg. 20 mi.—2,100' N side E leg. 25 mi.—2,100' N side E leg.	1,600'	304°	2.7	R S A T	500 500 1,000 500	1.5 1.0 3.0 2.0	500 500 1,000 500	2.0 2.0 3.0 2.0	Climb to 1,600' on W leg.
Charleston, S. C.: Charleston Airport, el. 45'.	N—1,200' (Summerville range). E—Min. enroute alt. SW—1,500' (Savannah range). W—1,500' (Summerville range).	None	W	10 mi.—1,200' S side W leg. 15 mi.—1,200' S side W leg. 20 mi.—1,500' S side W leg. 25 mi.—1,500' S side W leg.	600'	110°	2.0	R S A T	500 500 1,000 500	1.5 1.0 3.0 1.0	500 500 1,000 500	1.5 1.5 3.0 1.0	Climb to 1,500' on E leg.

Station	Min. inbound leg—alt. from fix (direction, dist., radio range station)	Shuttle	Final approach leg	Procedure turn min. alt. at distances from radio range station	Min. alt. over range final appr.	Station to airport: Mag. bear.	Station to airport: Dist. (mi.)	Ceiling and visibility minimums: Cat.	Day: Ceil. (ft.)	Day: Vis. (mi.)	Night: Ceil. (ft.)	Night: Vis. (mi.)	If visual contact not established over airport at authorized landing minimums, or if landing not accomplished—
Charleston, W. Va.	(No procedure approved.)												
Charlotte, N. C.:													
Douglas Field, el. 745'	N—3,000' (SW leg Greensboro). E—Min. enroute alt. S—Min. enroute alt. W—3,000' (NE leg Spartanburg).	None	S	10 mi.—2,500' E side S leg 15 mi.—2,500' E side S leg 20 mi.—2,500' E side S leg 25 mi.—2,500' E side S leg	1,500'	359°	1.7	R S A T	500 500 1,000 300	1.5 1.0 3.0 1.0	500 500 1,000 300	1.5 1.5 3.0 1.0	Climb to 3,000' on N leg.
Cannon Airport, el. 788'	(Make let-down to Douglas Field. Fly contact from Douglas Field to Cannon Airport)							R A T	1,000 1,000 1,000	1.0 3.0 1.0	1,000 1,000 1,000	2.0 3.0 2.0	
Chattanooga, Tenn.: Chattanooga-Lovell Airport, el. 678'.	NE—2,000' (W leg Knoxville) (Kingston Jct.) SE—4,000' (Middle Point). SW—3,000' (N leg Birmingham) (Garden City Jct.). NW—2,000' (Nashville range).	None	NE	10 mi.—2,500' E side NE leg 15 mi.—2,500' E side NE leg. 20 mi.—2,500' E side NE leg. 27 mi.—2,600' E side NE leg	2,000'	203°	3.0	R S A T	600 600 1,000 300	1.5 1.0 3.0 1.0	800 800 1,000 300	1.5 1.0 3.0 1.0	Climb to 4,000' on SE leg.
Cherry Point, N. C.: Cherry Point MCAS, el. 20'.	NE—Min. enroute alt. SE—Min. enroute alt. SW—Min. enroute alt. NW—Min. enroute alt.	None	NW	10 mi.—1,500' W side NW leg 15 mi.—1,500' W side NW leg. 20 mi.—1,500' W side NW leg. 25 mi.—1,500' W side NW leg.	1,000'	141°	4	R S A T	500 500 1,000 300	1.5 1.0 3.0 1.0	500 500 1,000 300	1.5 1.5 3.0 1.0	Climb to 1,500' on SE leg.
Cheyenne, Wyo.: Cheyenne Airport, el. 6156'.						76°	0.9	R A T	500 1,000 300	1.5 3.0 1.0	500 1,000 300	1.5 3.0 1.0	(Being revised.)
Chicago, Ill.:													
Chicago Airport, el. 618':													
Procedure No. 1	NE—2,200' (N leg South Bend). SE—2,000' (E leg Lemont). W—2,200' (N leg Joliet). NW—2,500' (W leg Milwaukee). NW—1,500' (Franklin Park LFM final).	None	NW	10 mi.—2,000' W side NW leg 15 mi.—2,500' W side NW leg. 20 mi.—2,500' W side NW leg. 25 mi.—2,500' W side NW leg.	1,500'	152°	2.2	R S A T	500 500 1,000 300	1.5 1.0 3.0 1.0	500 500 1,000 300	1.5 1.5 3.0 1.0	Proceed S on N leg of Harvey climbing to 2,000'
Procedure No. 2	NE—2,200' (N leg South Bend). SE—2,000' (E leg Lemont). E—1,500' (Harvey final). W—2,200' (N leg Joliet). NW—2,500' (W leg Milwaukee).	None	SE	10 mi.—2,000' E side SE leg 15 mi.—2,000' E side SE leg. 20 mi.—2,000' E side SE leg. 27 mi.—2,000' E side SE leg.	1,500' over Aubburn LFM	332° from Auburn LFM	2.5	R S A T	500 500 1,000 300	1.5 1.0 3.0 1.0	500 500 1,000 300	1.5 1.5 3.0 1.0	Climb to 2,500' on NW leg.
Hinsdale Airport (Hinsdale, Ill.), el. 710'.	(Make let-down to Chicago Airport. Fly contact from Chicago Airport to Hinsdale Airport.)												
Stinson Airport (La Grange, Ill.), el. 644'.	(Make let-down to Chicago Airport. Fly contact from Chicago Airport to Stinson Airport.)												
Chincoteague, Va.	(No procedure approved.)												
Cincinnati, Ohio: Lunken Airport, el. 488'.	NE—2,400' (E leg Patterson). NE—1,600' (Cleveland LM final). SE—2,300' (S leg Columbus). SE—2,000' (Mt. Orab FM). SW—2,400' (Lagonda Range). SW—2,300' (Union LM). NW—2,300' (E leg Indianapolis). NW—2,200' (Cedar Grove LM).	None	NE	10 mi.—2,100' N side NE leg 15 mi.—2,600' N side NE leg 20 mi.—2,600' N side NE leg. 25 mi.—2,600' N side NE leg.	1,600'	229°	5.2	R S A T	900 800 1,000 400	1.5 1.0 3.0 1.0	900 800 1,000 600	1.5 1.5 3.0 1.0	Climb to 2,500' on SW leg. 1,235' MSL twr. 2.5 mi N of SW leg, 13 mi out.
Clarendon, Tex.: Clarendon Airport, el. 2,869'	NE—1,300' (E leg Atarque). SE—3,000' (W. private Radio). SW—4,700' (S leg Amarillo). NW—4,700' (E leg Amarillo).	None	NE	10 mi.—4,200' W side NE leg 15 mi.—4,200' W side NE leg 20 mi.—4,200' W side NE leg. 25 mi.—4,200' W side NE leg.	3,700'	199°	2.0	---	---	---	---	---	Climb to 4,500' on SW leg.
Cleveland, Ohio: Cleveland Airport, el. 789'.	E—2,500' (NE leg Akron). SE—2,700' (Akron range). SE—2,700' (Seventh Ravenna FM). W—1,900' (NW leg Akron). W—1,400' (Berea LM final). NW—1,800' (Wadsworth).	None	W	10 mi.—1,900' S side W leg 15 mi.—1,900' S side W leg 20 mi.—1,900' S side W leg. 25 mi.—1,900' S side W leg	1,400'	103°	0.7	R S A T	500 500 1,000 300	1.5 1.0 3.0 1.0	500 500 1,000 300	1.5 1.0 3.0 1.0	Climb to 2,500' on E leg.
Coolidge, Ariz.: CAA Int. Field, el. 1,317'.	E—12,000' (Florence Range). E—6,000' (Hilltop Fan). SE—10,000' (SW leg Keeler). W—10,000' (E leg Tucson). N—13,000' (NE leg Tucson).	On SE leg to 7,800' within 20 mi.	SE	10 mi.—7,000' E side SE leg 15 mi.—7,000' E side SE leg. 20 mi.—7,000' E side SE leg. 25 mi.—9,000' E side SE leg.	5,000'	253°	2.2	R S A T	700 NA 1,000 500	2.0 --- 3.0 2.0	700 NA NA 500	2.0 --- --- 2.0	If not contact over range, turn right and shuttle to 9,000' on E leg within 25 mi. 7,500' terrain on S side of W leg within 10 mi.
Coeur D'Alene, Idaho:													
Coeur D'Alene Air Terminal, el. 2,310'.	N—Min. en route alt. E—9,000' (Mullan Pass range). S—Min. en route alt. W—7,000' (mountain range).	None	S	10 mi.—6,000' E side S leg 15 mi.—6,000' E side S leg. 20 mi.—6,000' E side S leg. 25 mi.—6,000' E side S leg.	4,500'	321°	.5	R S A T	1,500 NA 1,500 500	2.0 --- 2.0 1.0	1,500 NA 1,500 500	3.0 --- 3.0 1.0	Climb to 6,000' on N leg within 25 mi.
Weeks Field, el. 2,227'	(Make let-down to Coeur d'Alene Air Terminal. Fly contact from Coeur d'Alene Air Terminal to Weeks Field.)												
Colorado Springs, Colo.: Peterson Field, el. 6,170'.	N—8,000' (Monument Range). E—Min. en route alt. S—6,000' (Pikes Peak range). W—Min. en route alt.	None	N	10 mi.—8,500' E side N leg 15 mi.—8,500' E side N leg. 20 mi.—8,500' E side N leg. 27 mi.—8,500' E side N leg.	8,300'	166°	3.9	R S A T	800 800 1,000 600	1.5 1.0 3.0 1.0	800 800 1,000 800	2.0 2.0 3.0 2.0	Climb to 8,000' on S leg.
Columbia, Mo.: Columbia Airport, el. 777'.	N—[illegible] E—[illegible] S—[illegible] W—2,500' (S leg Kansas City).	[illegible]	W	10 mi.—[illegible] W leg 15 mi.—[illegible] W leg. 20 mi.—[illegible] W leg. 25 mi.—[illegible] W leg.	1,300'	89°	3.9	R S A T	700 700 1,000 600	1.5 1.0 3.0 1.0	700 700 1,000 600	2.0 2.0 3.0 1.0	Climb to 2,000' on E leg.

Station	Min. initial appr. alt. from the direction and radio fix indicated	Shuttle	Final appr. leg	Procedure turn min. alt. at distances from radio range station	Min. alt. over range final appr.	Station to airport: Mag bear.	Station to airport: Dist. (mi.)	Ceiling and visibility minimums: Type	Day: Ceil. (ft.)	Day: Vis. (mi.)	Night: Ceil. (ft.)	Night: Vis. (mi.)	If visual contact not established over airport at authorized landing minimums, or if landing not accomplished—
Columbia, S. C.:													
Capital Airport, el. 244'.	E—1,500' (SW leg Florence) SE—1,500' (NW leg Charleston). W—2,000' (NE leg Augusta). NW—Min. en route alt.	None	E	10 mi.—1,500' N side E leg. 15 mi.—1,500' N side E leg. 20 mi.—1,500' N side E leg. 25 mi.—1,500' N side E leg.	1,000'	268°	7.3	R S A T	600 500 1,000 300	1.5 1.0 3.0 1.0	600 600 1,000 300	2.0 2.0 3.0 1.0	Climb to 2,000' on W leg.
Columbia Airport, el. 192'.	E—1,500' (SW leg Florence) SE—1,500' (NW leg Charleston). W—2,000' (NE leg Augusta). NW—Min. en route alt.	None	SE	10 mi.—1,500' E side SE leg. 15 mi.—1,500' E side SE leg. 20 mi.—1,500' E side SE leg. 25 mi.—1,500' E side SE leg.	1,000'	330°	1.9	R S A T	600 500 1,000 300	1.5 1.0 3.0 1.0	600 600 1,000 300	2.0 2.0 3.0 1.0	Climb to 2,000' on NW leg within 25 mi.
Congaree Field, el. 237'.	(Make let-down to Columbia Airport. Fly contact from Columbia Airport to Congaree Field.)												
Columbus, N. Mex.: CAA Int. Field, el. 4,024'.	N—Min. en route alt E—8,500' (El Paso range). S—Min. en route alt. W—9,000' (Rodeo range).	None	E	10 mi.—6,500' N side E leg. 15 mi.—6,500' N side E leg. 20 mi.—6,500' N side E leg. 25 mi.—6,500' N side E leg.	5,500'	262°	1.9	R S A T	1,000 1,000 1,500 1,000	2.0 2.0 3.0 2.0	1,000 1,000 1,500 1,000	3.0 3.0 4.0 3.0	Climb to 8,000' on W leg within 25 mi.
Columbus, Ohio:													
Port Columbus, el. 817':													
Procedure No. 1.	NE—2,500' (W leg Cleveland) NE—2,300' (Mt. Liberty FM). E—2,600' (Pittsburgh range). E—2,300' (Newark FM). S—2,500' (NW leg Huntington). W—2,300' (N leg Patterson). W—1,800' (Hilliard FM) final.	None	W	10 mi.—2,300' S side W leg. 15 mi.—2,300' S side W leg. 20 mi.—2,500' S side W leg. 25 mi.—2,500' S side W leg.	1,800'	84°	1.9	R S A T	500 500 800 300	1.5 1.0 2.0 1.0	500 500 800 300	1.5 1.0 2.0 1.0	Climb to 2,600' on E leg.
Procedure No. 2.	NE—2,500' (W leg Cleveland) NE—2,300' (Mt. Liberty FM). E—2,600' (Pittsburgh range). S—1,600' (Newark FM final. S—2,500' (NW leg Huntington). W—2,300' (N leg Patterson). W—1,800' (Hilliard FM).	None	E	10 mi.—2,000' N side E leg. 15 mi.—2,000' N side E leg. 20 mi.—2,000' N side E leg. 25 mi.—2,000' N side E leg.	1,600' over Summit Station FM	266° from Summit Station FM	3	R A T	500 800 300	1.5 2.0 1.0	500 800 300	1.5 2.0 1.5	Climb to 2,300' on W leg.
Lockbourne AFB, el. 744'.	(Make let-down to Port Columbus. Fly contact from Port Columbus to Lockbourne AFB)							R A T	1,000 1,000 500	1.0 3.0 1.0	1,000 1,000 500	2.0 3.0 1.0	
Concord, N. H.: Concord Airport, el. 346'.						332°	1.9	R A T	800 1,600 500	1.0 3.0 1.0	800 1,600 500	2.0 3.0 1.0	(Being revised.)
Corpus Christi, Tex.:													
Cliff Maus Field (CR range), el. 42'.	NE—1,400' (N leg Corpus Christi NAS) SE—1,400' (W leg Corpus Christi NAS). SW—1,400' (S leg Alice). NW—Min. en route alt.	None	NW	10 mi.—1,300' W side NW leg 15 mi.—1,300' W side NW leg. 20 mi.—1,300' W side NW leg. 25 mi.—1,300' W side NW leg.	800'	138°	2.9	R S A T	500 500 1,000 500	1.5 1.0 3.0 1.0	500 500 1,000 500	1.5 1.5 3.0 1.0	Turn right and climb to 1,400' on NW leg within 25 mi.
Corpus Christi NAS, el. 19'.	N—2,500' (E leg Corpus Christi) E—Min. en route alt. S—Min. en route alt. W—2,500' (S leg Alice).	None	S	10 mi.—1,500' W side S leg. 15 mi.—1,500' W side S leg. 20 mi.—1,500' W side S leg. 25 mi.—1,500' W side S leg.	1,000	350°	3.3	R S A T	500 500 1,500 300	1.5 1.0 3.0 1.0	500 500 1,100 300	1.5 1.5 1.0 3.0	Climb to 2,500' on N leg.
Waldron NAAS, el. 25'.	N—2,500' (E leg Corpus Christi) E—Min. en route alt. S—Min. en route alt. W—2,500' (S leg Alice).	None	E	10 mi.—1,500' S side E leg 15 mi.—1,500' S side E leg. 20 mi.—1,500' S side E leg. 25 mi.—1,500' S side E leg.	800'	250°	1.0						Climb to 2,500' on W leg.
Craig (Selma), Ala.: Craig Field, el. 166'.	NE—1,300' (S leg Birmingham) SE—1,200' (SW leg Maxwell). SW—Min. en route alt. NW—Min. en route alt. NW—1,200' (W leg Maxwell).	None	SE	10 mi.—1,200' E side SE leg. 15 mi.—1,200' E side SE leg. 20 mi.—1,200' E side SE leg. 25 mi.—1,200' E side SE leg.	800'	320°	2.5	R S A T	500 500 1,000 300	1.5 1.0 3.0 1.0	500 500 1,000 300	1.5 1.5 3.0 1.0	Climb to 1,500' on NW leg within 25 mi.
Crestview, Fla.: Crestview Airport el. 274'.	N—Min. enroute alt E—1,400' (SE leg Dothan) (Marianna Int. S—1,400' (Eglin range). W—1,200' (N leg Pensacola) Molino Int).	None	E	10 mi.—1,200' N side E leg 15 mi.—1,200' N side E leg. 20 mi.—1,200' N side E leg. 25 mi.—1,200' N side E leg.	800'	265°	2.6	R S A T	500 500 1,000 300	1.5 1.0 3.0 1.0	500 500 1,000 300	1.5 1.5 3.0 1.0	Climb to 1,200' on W leg.
Cross City, Fla.: Cross City Airport, el. 42'.	NE—Min. enroute alt SE—1,200' (N leg Tampa). SW—Min. enroute alt NW—1,200' (E leg Tallahassee).	None	SE	10 mi.—1,100' E side SE leg 15 mi.—1,100' E side SE leg. 20 mi.—1,100' E side SE leg. 25 mi.—1,100' E side SE leg.	600'	315°	2.7	R S A T	500 500 1,000 500	1.5 1.0 3.0 1.0	500 500 1,000 500	1.5 1.5 3.0 1.0	Climb to 200' on NW leg.
Custer, Mont.: CAA Int. Field, el. 2,868'.						250°	2.0	R A T	1,600 1,600 500	1.0 3.0 1.0	1,600 1,600 500	2.0 3.0 2.0	(Being revised.)
Cut Bank, Mont.: Cut Bank Airport, el. 3,900'.	E—8,000' (SE leg Medicine Hat) SE—6,500' (Great Falls range). W—11,000' (S leg Cowley). N—6,500' (Lethbridge range).	None	SE	10 mi.—5,000' E side SE leg 15 mi.—5,000' E side SE leg. 20 mi.—5,000' E side SE leg. 25 mi.—5,000' E side SE leg.	4,800'	327°	3.1	R S A T	600 NA 1,000 500	1.5 3.0 1.0	600 NA 1,000 500	1.5 3.0 1.0	Climb to 6,500' on N leg within 17 mi.
Daggett, Calif.: CAA Int. Field, el. 1,927'.	N—Min. enroute alt E—9,000' (Needles range). S—Min. enroute alt. W—6,000' (Palmdale range).	None	W	10 mi.—6,000' N side W leg 15 mi.—6,000' N side W leg. 20 mi.—6,000' N side W leg. 25 mi.—6,000' N side W leg.	3,900'	149°	0.0	R S A T	2,000 NA 2,000 2,000	4.0 4.0 4.0	2,000 NA 2,000 2,000	4.0 4.0 4.0	If not contact over range climb to 9,000' on E leg.

Station	Min. initial appr. alt. from the direction and radio fix indicated	Shuttle	Final appr. leg	Procedure turn min. alt. at distances from radio range station	Min. alt. over range final appr.	Station to airport		Ceiling and visibility minimums				If visual contact not established over airport at authorized landing minimums, or if landing not accomplished—
						Mag. bear.	Dist. (mi.)	Cat.	Day		Night	
									Ceil. (ft.)	Vis. (mi.)	Ceil. (ft.)	Vis. (mi.)
Dallas, Tex.:												
Love Field, el. 483'	N—2,300' (N leg Fort Worth)	None	S	10 mi.—1,700' E side S leg	1,200'	356°	2.2	R	500	1.5	500	1.5
	N—1,700' (E leg Fort Worth).			15 mi.—1,700' E side S leg.				S	500	1.0	500	1.5
	E—1,600' (NW leg Tyler).			20 mi.—1,700' E side S leg.				A	1,000	3.0	1,000	3.0
	S—2,000' (Waco range).			25 mi.—1,700' E side S leg.				T	300	1.0	300	1.0
	S—1,200' (Duncanville FM) final.											
	W—Min. enroute alt.											
Hensley Field, el. 465'	(Make let-down to Love Field. Fly contact from Love Field to Hensley Field)							R	1,000	1.0	1,000	2.0
								A	1,000	3.0	1,000	3.0
								T	300	1.0	300	1.0
Dayton, Ohio: Dayton Airport, el. 1,007'.	N—2,100' (W leg Columbus)	None	W	10 mi.—2,100' N side W leg*	1,600'	90°	3.2	R	500	1.5	500	1.5
	E—2,100' (N leg Patterson).			15 mi.—2,400' N side W leg.				S	500	1.0	500	1.5
	S—2,800' (NW leg Cincinnati).			20 mi.—2,400' N side W leg.				A	1,000	3.0	1,000	3.0
	W—2,400' (Indianapolis range).			25 mi.—2,400' N side W leg.				T	300	1.0	300	1.0
	W—1,800' (Vernon FM) final.											
Daytona Beach, Fla.: Daytona Beach Airport, el. 31'.	N—Min. enroute alt.	None	W	10 mi.—1,100' S side W leg	600'	101°	2.1	R	500	1.5	500	1.5
	E—1,200' (NE leg Orlando).			15 mi.—1,200' S side W leg.				S	500	1.0	500	1.5
	S—1,200' (Orlando range).			20 mi.—1,200' S side W leg.				A	1,000	3.0	1,000	3.0
	W—Min. enroute alt.			25 mi.—1,200' S side W leg.				T	300	1.0	300	1.0
Delta, Utah: Delta Airport, el. 4,755'.	NE—11,000' (Fairfield range)	None	SW	10 mi.—7,000' W side SW leg	5,800'	7°	3.6	R	800	2.0	800	2.0
	SE—Min. enroute alt.			15 mi.—7,000' W side SW leg.				S	NA		NA	
	SW—9,000' (Milford range).			20 mi.—8,000' W side SW leg.				A	1,000	3.0	1,000	3.0
	NW—Min. enroute alt.			25 mi.—8,000' W side SW leg.				T	300	1.0	500	2.0
Denver, Colo.:												
Stapleton Field, el. 5,320'.								R	500	1.5	500	1.5
								S	500	1.0	500	1.5
								A	1,000	3.0	1,000	3.0
								T	300	1.0	300	1.0
Buckley Field, el. 5,642'	(Make let-down to Stapleton Field. Fly contact from Stapleton Field to Buckley Field.)											
Lowry Field, el. 5,477'	(Make let-down to Stapleton Field. Fly contact from Stapleton Field to Lowry Field.)											
Des Moines, Iowa: Des Moines Airport, el. 957'.	N—2,500' (W leg La Crosse)	None	S	10 mi.—2,000' E side S leg	*1,000'	344°	2.2	R	500	1.5	500	1.5
	E—2,200' (N leg Burlington).			15 mi.—2,200' E side S leg.				S	500	1.0	500	1.5
	S—2500' (NW leg Kaukauna).			20 mi.—2,500' E side S leg.				A	1,000	3.0	1,000	3.0
	W—2,300' (Omaha range).			25 mi.—2,500' E side S leg.				T	300	1.0	300	1.0
	S—1,600' (Indianola FM), final.											
Detroit, Mich.	(See Windsor, Canada.)											
Dickinson, N. Dak.: Dickinson Airport, el. 2,587'.	N—Min. enroute alt.	None	N	10 mi.—3,700' W side N leg	3,200'	167°	2.1	R	600	1.5	600	1.5
	E—3,800' (Bismarck range).			15 mi.—3,700' W side N leg.				S	600	1.0	600	1.5
	S—Min. enroute alt.			20 mi.—3,700' W side N leg.				A	1,000	3.0	1,000	3.0
	W—4,500' (Miles City range).			25 mi.—3,700' W side N leg.				T	300	1.0	300	1.0
Dillon, Mont.: CAA Int. Field, el. 5,238'.	NE—10,500' (Whitehall range)	None	NE	10 mi.—8,000' W side NE leg.	7,240'	167°	2.0	R	2,000	3.0	2,000	3.0
	E—Min. enroute alt.			15 mi.—9,000' W side NE leg.				S	NA		NA	
	S—11,500' (Dubois range).			20 mi.—9,000' W side NE leg.				A	2,000	3.0	2,000	3.0
	W—Min. enroute alt.			25 mi.—9,000' W side NE leg.				T	1,000	1.0	1,000	2.0
Donner Summit, Calif.	(No associated airport.)											
Dothan, Ala.:												
Dothan Airport, el. 330'.	NE—Min. enroute alt.	None	SW	10 mi.—1,400' S side SW leg	900'	47°	3.7	R	500	1.5	500	1.5
	SE—1,000' (E leg Crestview).			15 mi.—1,400' S side SW leg.				S	500	1.0	500	1.5
	SW—1,400' (E leg Crestview).			20 mi.—1,400' S side SW leg.				A	1,000	3.0	1,000	3.0
	NW—1,000' (Maxwell range).			25 mi.—1,400' S side SW leg.				T	300	1.0	300	1.0
Napier Field, el. 395'	(Make let-down to Dothan Airport. Fly contact from Dothan Airport to Napier Field.)											
Drummond, Mont.: CAA Int. Field, el. 4,300'.	NE—Min. enroute alt.	None	NE	10 mi.—9,000' W side NE leg	7,700'	185°	1.3	R	3,000	2.0	3,000	3.0
	E—9,000' (N leg Butte).			15 mi.—9,000' W side NE leg.				S	NA		NA	
	SW—10,500' (NW leg Butte).			20 mi.—9,000' W side NE leg.				A	3,000	2.0	3,000	3.0
	W—9,000' (Missoula range).			25 mi.—9,000' W side NE leg.				T	1,500	2.0	1,500	2.0
Dubois, Idaho: Dubois Airport, el. 5,123'.	N—11,500' (Dillon range)	On S leg to 7,000'	S	10 mi.—7,000' E side S leg	6,000'	332°	1.7	R	800	1.0	800	2.0
	E—Min. enroute alt.			15 mi.—7,000' E side S leg.				S	NA		NA	
	S—7,500' (Idaho Falls range).			20 mi.—7,000' E side S leg.				A	1,000	3.0	1,000	3.0
	W—Min. enroute alt.			25 mi.—7,000' E side S leg.				T	500	1.0	500	2.0
Duluth, Minn.: Duluth Airport, el. 1,428'.	NE—Min. enroute alt.	None	S	10 mi.—2,600' E side S leg	2,100'	13°	3.9	R	500	1.5	600	2.0
	NE—2,700' (Ft. Williams range)			15 mi.—2,600' E side S leg.				S	500	1.0	500	2.0
	E—Min. enroute alt.			20 mi.—2,600' E side S leg.				A	1,000	3.0	1,000	3.0
	S—2,000' (Minneapolis range).			25 mi.—2,600' E side S leg.				T	300	1.0	400	2.0
	W—Min. enroute alt.											
Effingham, Ill.: CAA Int. Field, el. 698'.	N—Min. enroute alt.	None	E	10 mi.—1,600' N side E leg	1,400'	341°	0.0	R	800	2.0	800	2.0
	E—2,000' (Terre Haute range).			15 mi.—2,000' N side E leg.				S	800	2.0	800	2.0
	S—2,000' (W leg Evansville).			20 mi.—2,000' N side E leg.				A	1,000	3.0	1,000	3.0
	W—2,000' (NW leg Scott with E leg St. Louis).			25 mi.—2,000' N side E leg.				T	300	2.0	300	2.0
Eglin (Valparaiso), Fla.: Eglin Field, el. 71'	N—1,500' (Crestview range)	None	N	10 mi.—1,400' W side N leg	900'	175°	3.6	R	500	1.5	500	1.5
	E—1,500' (NW leg Tyndall).			15 mi.—1,400' W side N leg.				S	500	1.0	500	1.5
	S—Min. enroute alt.			20 mi.—1,400' W side N leg.				A	1,000	3.0	1,000	3.0
	W—1,500' (NE leg Pensacola			25 mi.—1,400' W side N leg.				T	300	1.0	300	1.0
El Centro, Calif., [illegible]	[illegible]	On E leg to 1,500' within 5 mi.	E	10 mi.—1,000' N side E leg	500'	320°	3.7	R	600	1.5	600	1.5
	[illegible]			15 mi.—1,000' N side E leg				S	500	1.0	500	1.0
	[illegible]			20 mi.—1,000' N side E leg				A	1,000	3.0	1,000	3.0
	[illegible]			25 mi.—1,000' N side E leg				T	300	1.0	300	1.0

If not contact over range, climb 180° turn and climb to 2,500' on E leg within 25 mi.

Station	Minimum usable altitudes and bearings (to nearest 10°)	Straddle	Final approach	Procedure (omni, range, radio range station)	Min. alt. over range final appr.	Station to airport: Max. (hrs.)	Station to airport: Dist. (mi.)	Type	Ceiling and visibility minimums: Day: Ceil. (ft.)	Day: Vis. (mi.)	Night: Ceil. (ft.)	Night: Vis. (mi.)	If visual contact not established over airport at authorized landing minimums, or if landing not accomplished
Elkins, W. Va.: Elkins Airport, el. 1,988'.			N					R	2,000	2.0	NA		(Being revised.)
								A	2,000	2.0	NA		
								T	1,000	2.0	NA		
Elko, Nev.: Elko Airport, el. 5,086'	NE—12,000' W leg Deeth FM	None	W	10 mi.—8,300' N side W leg	7,600'	200°	0.8	R	2,500	3.0	2,500	3.0	If not contact over range climb to 9,000' on NE leg.
	NE—9,000' Deeth FM			15 mi.—8,500' N side W leg.				S	NA		NA		Bet. range and Deeth FM, maintain procedure turn on N side of NE leg.
	S—Min. crossing alt.			20 mi.—10,000' N side W leg.				A	2,500	3.0	2,500	3.0	
	W—12,000' Deeth FM, inbnd			25 mi.—10,000' N side W leg.				T	1,000	2.0	1,000	3.0	
	W—7,000' Carlin FM, inbnd												
	NW—Min. crossing alt.												
Ellensburg, Wash.: Bowers Fiedl, el. 1,766'	N—Min. crossing alt.	None	E	10 mi.—5,500' S side E leg	4,000'	250°	2	R	1,500	2.0	1,500	2.0	Make left turn and climb to 7,000' on E leg. Climb to 5,500' within 10 mi.
	E—7,000' Ellensburg range			15 mi.—6,000' S side E leg.				S	NA		NA		
	S—7,000' Yakima range			20 mi.—6,000' S side E leg.				A	1,500	3.0	1,500	3.0	
	W—8,000' Cle Elum range			25 mi.—6,000' S side E leg.				T	500	1.0	500	1.0	
Elmira, N. Y.: Chemung Co. Airport, el. 951'	NE—5,000' Big Flats range	None	SW	10 mi.—3,400' S side SW leg	2,900'	75°	1.7	R	1,500	2.0	NA		Climb to 3,300' on NE leg.
	SE—5,000' Big Flats-Watkins Glen			15 mi.—3,400' S side SW leg.				S	1,500	2.0	NA		
	SW—4,500' Wayland FM			20 mi.—3,400' S side SW leg.				A	2,000	2.0	NA		
	NW—5,000' Big Flats-Ithaca			25 mi.—3,400' S side SW leg.				T	1,000	2.0	NA		
El Morro, N. Mex.: CAA Int. Field, el. 7,114'.	N—Min. crossing alt.	None	W	10 mi.—10,000' S side W leg	9,100'	78	0.1	R	1,500	3.0	1,500	3.0	Turn left and climb to 10,000' on W leg.
	E—11,000' (3 leg Acoma)			15 mi.—10,000' S side W leg.				S	1,500	3.0	1,500	3.0	
	S—Min. crossing alt.			20 mi.—10,000' S side W leg.				A	2,000	3.0	2,000	3.0	
	W—10,000' (Winslow range)			25 mi.—10,000' S side W leg.				T	1,000	3.0	1,000	3.0	
El Paso, Tex.: Anderson Field, el. 3,936'	N—5,000' Albuquerque range	None	E	10 mi.—6,500' S side E leg	5,600'	257°	4.9	R	500	1.5	500	1.5	Make left turn to 125°, climb to 8,000' on S leg within 25 mi. *Maintain 8,000' until 5 mi. W of Hueco Mt. FM. High terrain on N side of E leg.
	N—5,000' Albuquerque range			15 mi.—6,500' S side E leg.				S	500	1.0	500	1.5	
	E—8,000' Newman M/W Facility			20 mi.—8,000' S side E leg.				A	1,000	3.0	1,000	3.0	
	E—5,000' Hot range			25 mi.—8,000' S side E leg.				T	300	1.0	300	1.0	
	E—5,000' Hueco Mountain FM] Intsl.*												
	S—Min. crossing alt.												
	W—8,000' Columbus range												
	W—5,000' SW leg Hls												
Biggs Field, el. 3,937'	(Make left turn to Anderson Field. Fly reciprocal from Anderson Field to Biggs Field.)												
Engle, N. Mex.: CAA Int. Field, el. 4,859'.	N—10,000' Albuquerque range	None	N	10 mi.—8,000' E side N leg	7,800'	176°	2.9	R	600	1.7	600	2.0	Climb to 8,000' on S leg within 25 mi.
	E—Min. crossing alt.			15 mi.—8,000' E side N leg.				S	600	1.0	600	2.0	
	S—10,000' W leg El Paso).			20 mi.—8,000' E side N leg.				A	1,000	3.0	1,000	3.0	
	W—Min. crossing alt.			25 mi.—8,000' E side N leg.				T	500	1.0	500	1.0	
Enterprise, Utah: CAA Int. Field, el. 5,204'.			NE			20°	3.1	R	1,800	3.0	1,800	3.0	(Being revised.)
								A	2,000	4.0	2,000	4.0	
								T	1,000	2.0	1,000	2.0	
Ephrata, Wash.: Ephrata Airport, el. 1,298'	N—Min. crossing alt.	None	S	10 mi.—2,500' E side S leg	2,000'	330°	3.9	R	800	2.0	NA		Turn right and climb to 3,500' on E leg within 25 mi.
	E—5,000' Quincy range			15 mi.—2,500' E side S leg.				S	NA		NA		
	E—5,000' Hartline-Wild FM			20 mi.—2,500' E side S leg.				A	1,000	3.0	NA		
	S—Min. crossing alt.			25 mi.—2,500' E side S leg.				T	500	1.0	NA		
	W—5,000' Ellensburg range												
Moses Lake AFF, el. 1,190'	(Make left turn to Larson Airport. Fly reciprocal from Larson Airport to Moses Lake AFF.)												
Erie, Pa.: Port Erie, el. 737'	NE—2,000' SW leg Erie	None	SW	10 mi.—2,000' S side SW leg	1,500'	61°	2.0	R	500	1.7	500	1.7	Climb to 2,500' on NE leg.
	E—2,500' W leg Youngstown			15 mi.—2,000' S side SW leg.				S	500	1.0	500	1.5	
	SW—2,500' N leg Youngstown			20 mi.—2,000' S side SW leg.				A	1,000	3.0	1,000	3.0	
	N—2,000' E leg Erie-Cleveland			25 mi.—2,000' S side SW leg.				T	300	1.0	300	1.0	
	SW—1,500' Newton-Falkland FM, inbnd.												
Eugene, Oreg.: Mahlon Sweet Airport, el. 365'			M			150°	4.5	R	600	1.7	600	1.7	(Being revised.)
								S	500	1.0	500	1.0	
								A	1,000	3.0	1,000	3.0	
								T	300	1.0	300	1.0	
Evansville, Ind.: Evansville Airport, el. 383'.	N—1,400' Terre Haute range	None	N	10 mi.—1,800' W side N leg	1,300'	177°	5.7	R	600	1.7	600	2.0	Climb to 2,000' on S leg.
	E—2,000' Louisville range			15 mi.—1,800' W side N leg.				S	600	1.0	600	1.5	
	S—2,000' NW leg Nashville			20 mi.—1,800' W side N leg.				A	1,000	3.0	1,000	3.0	
	W—2,000' S leg Effingham			25 mi.—1,800' W side N leg.				T	500	1.0	500	1.0	
Everett, Wash.: Paine Field, el. 602'	N—4,000' Bellingham range	None	S	10 mi.—1,600' W side S leg	1,100'	336°	3.1	R	500	1.7	500	1.0	Climb to 3,000' on N leg within 25 mi.
	N—5,000' SW leg Patterson Bay			15 mi.—1,600' W side S leg.				S	500	1.0	700	2.0	
	E—Min. crossing alt.			20 mi.—2,000' W side S leg.				A	1,000	3.0	1,000	3.0	
	E—2,000' NE leg Seattle.			25 mi.—2,000' W side S leg.				T	300	1.0	300	1.0	
	S—5,000' Seattle range												
	W—Min. crossing alt.												
	W—2,000' NW leg Seattle.												
Fairfield-Suisun (Fairfield, Calif.) Fairfield-Suisun AFF, el. 58'			NE			210°	5.2	R	500	1.7	500	1.5	(Being revised.)
								S	500	1.0	500	1.5	
								A	1,000	3.0	1,000	3.0	
								T	300	1.0	300	1.0	
Fairfield, Utah													
Folsom, New Mexico	(NA procedure approved.)												
Fargo, N. Dak.: Fargo Airport, el. 896'													(Being revised.)
						225°	2.1	R	1,000	2.0	1,000	2.0	
								A	1,000	2.0	1,000	2.0	
								T	300	1.0	300	1.0	
Procedure No. 1	E—Min. crossing alt.	None	E	10 mi.—2,100' N side E leg	1,600'	265°	0.9	R	500	1.5	500	1.7	Climb to 2,600' on W leg.
	NE—2,800' Albuquerque range			15 mi.—2,500' N side E leg.				A	800	2.0	800	2.0	
	SE—2,500' Hueco Mt. FM			20 mi.—2,500' N side E leg.				T	300	1.0	300	1.0	
	W—2,600' Tucumcari range			25 mi.—2,500' N side E leg.									
	W—2,600' (Winslow) and FM												
	N—2,100' (Grand Forks range).												

Station	Min. initial approach alt. from the direction and radio fix indicated	Shuttle	Final approach leg	Procedure turn: min. alt. at distance from radio range station	Min. alt. over range final appr.	Station to airport		Ceiling and visibility minimums					If visual contact not established with airport at specified landing minimums, or if landing not accomplished
						Magnetic bearing	Distance (mi.)		Day		Night		
									Ceiling (ft.)	Visibility (mi.)	Ceiling (ft.)	Visibility (mi.)	
Fargo, N. Dak.: Fargo Airport, el. 896' Continued													
Procedure No. 2	E—Min. enroute alt.	None	W	10 mi.—2,200' S side W leg	1,700'	SE from Fargo	1.9	R	500	1.5	500	1.5	Climb to 2,600' on E leg.
	SE—2,800' (Casselton range).			15 mi.—2,200' S side W leg				S	500	1.0	500	1.5	
	SE—2,200' (Buffalo FM).			20 mi.—2,200' S side W leg				A	1,000	3.0	1,000	3.0	
	W—2,600' (Leonard FM).			25 mi.—2,200' S side W leg.				T	300	1.0	300	1.0	
	W—1,700' (Wheatland FM), final.												
	N—2,100' (Grand Forks range).												
Florence, S. C.: Florence Airport, el. 146'	NE—1,300' (S leg Pope).	None	SE	10 mi.—1,200' N side SE leg	800'	52°	1.7	R	500	1.5	500	1.5	Climb to 1,500' on NW leg within 25 mi.
	SE—1,200' (N leg Myrtle Beach).			15 mi.—1,200' N side SE leg.				S	500	1.0	500	1.5	
	SW—1,700' (E leg Columbia).			20 mi.—1,200' N side SE leg.				A	1,000	3.0	1,000	3.0	
	NW—Min. enroute alt.			25 mi.—1,200' N side SE leg.				T	300	1.0	300	1.0	
Floyd Bennett, N. Y.	(See New York, N. Y.)												
Fort Bridger, Wyo.: CAA Int. Field, el. 7,016'	N—12,000' (Malad City range).	None	E	10 mi.—8,500' N side E leg	*7,500'	228°	2.4	R	500	1.5	500	2.0	Turn N and climb to 10,000' on E leg. *If procedure turn is accomplished beyond 10 mi. altitude on final approach is 8,000'.
	N—10,000' (E leg Malad City).			15 mi.—9,000' N side E leg.				S	500	1.0	500	2.0	
	E—10,000' (Rock Springs range).			20 mi.—9,000' N side E leg.				A	1,000	3.0	1,000	3.0	
	S—Min. enroute alt.			25 mi.—9,000' N side E leg.				T	300	1.0	300	1.0	
	W—12,000' (Ogden range).												
Fort Jones, Calif.	(No associated airport.)												
Fort Myers, Fla.: Page Field, el. 18'	NE—Min. enroute alt.	None	SW	10 mi.—1,200' S side SW leg	700'	38°	3.6	R	500	1.5	500	2.0	Climb to 1,200' on NE leg.
	SE—1,200' (W leg Miami).			15 mi.—1,200' S side SW leg.				S	500	1.0	500	2.0	
	SW—Min. enroute alt.			20 mi.—1,200' S side SW leg.				A	1,000	3.0	1,000	3.0	
	NW—1,200' (S leg Tampa).			25 mi.—1,200' S side SW leg.				T	300	1.0	300	1.0	
Buckingham Field, el. 27'	(Make let-down to Page Field. Fly contact from Page Field to Buckingham Field.)												
Fort Wayne, Ind.: Baer Field, el. 798'	NE—2,300' (E leg Goshen).	None	SW	10 mi.—1,800' S side SW leg.	1,400'	51°	3.3	R	500	1.5	500	1.5	Climb to 2,300' on NE leg.
	SE—2,200' (Dayton range).			15 mi.—1,800' S side SW leg.				S	500	1.0	500	1.5	
	SW—2,100' (S leg Goshen).			20 mi.—1,800' S side SW leg.				A	1,000	3.0	1,000	3.0	
	SW—1,400' (Markle FM), final.			25 mi.—1,800' S side SW leg.				T	300	1.0	300	1.0	
	NW—2,400' (E leg Goshen).												
Fort Worth, Tex.: Meacham Field, el. 692':													
Procedure No. 1	N—2,000' (S leg Oklahoma City).	None	N	10 mi.—2,000' W side N leg	1,400'	177°	2.4	R	500	1.5	500	1.5	Climb to 2,000' on S leg.
	N—1,400' (Decatur FM), final.			15 mi.—2,000' W side N leg.				S	500	1.0	500	1.5	
	E—2,300' (N leg Dallas).			20 mi.—2,000' W side N leg.				A	1,000	3.0	1,000	3.0	
	S—2,000' (NW leg Waco).			25 mi.—2,000' W side N leg.				T	300	1.0	300	1.0	
	W—2,500' (NW leg Waco).												
	W—2,100' (Weatherford FM).												
Procedure No. 2	N—2,000' (S leg Oklahoma City).	None	S	10 mi.—2,000' E side S leg	1,500' Fort Worth LFM	357° From Fort Worth LFM	2.9						Climb to 2,000' on N leg.
	E—2,300' (N leg Dallas).			15 mi.—2,000' E side S leg.									
	S—2,000' (NW leg Waco).			20 mi.—2,000' E side S leg.									
	S—1,500' (Cleburne FM), final.			25 mi.—2,000' E side S leg.									
	W—2,500' (NW leg Waco).												
Fresno, Calif.: Fresno-Chandler Airport, el. 280'	NE—Min. enroute alt.	On W or SW leg to 2,000' within 25 mi	SE	10 mi.—1,500' W side SE leg	800'	2°	0.9	R	500	2.0	500	2.0	Climb to 2,000' on W leg within 25 mi.
	SE—2,000' (Bakersfield range).			15 mi.—1,500' W side SE leg.				A	500	2.0	500	2.0	
	SW—Min. enroute alt.			20 mi.—1,500' W side SE leg.				T	300	1.0	300	1.0	
	W—6,000' (NE leg Salinas).			25 mi.—1,500' W side SE leg.									
	W—2,000' (Los Banos FM).												
Furlong Field, el. 285'	(Make let-down to Fresno-Chandler Field. Fly contact from Fresno-Chandler Field to Furlong Field.)												
Front Royal, Va.	(No associated airport.)												
Gage, Okla.: Gage Airport, el. 2,223'	NE—3,000' (S leg Hutchinson).	None	NE	10 mi.—3,600' N side NE leg	3,100'	224°	2.1	R	500	1.5	500	1.5	Climb to 4,700' on SW leg.
	SE—5,300' (W leg Oklahoma City).			15 mi.—3,600' N side NE leg.				S	500	1.0	500	1.5	
	SW—4,700' (Amarillo range).			20 mi.—3,600' N side NE leg.				A	1,000	3.0	1,000	3.0	
	NW—Min. enroute alt.			25 mi.—3,600' N side NE leg.				T	300	1.0	300	1.0	
Galveston, Tex.: Galveston Airport, el. 7'.	NE—Min. enroute alt.	None	NW	10 mi.—1,300' W side NW leg	800'	125°	4.2	R	500	1.5	500	1.5	Climb to 1,300' on SE leg.
	SE—Min. enroute alt.			15 mi.—1,300' W side NW leg.				S	500	1.0	500	1.5	
	SW—Min. enroute alt.			20 mi.—1,300' W side NW leg.				A	1,000	3.0	1,000	3.0	
	NW—1,300' (Houston range).			25 mi.—1,300' W side NW leg.				T	300	1.0	300	1.0	
Garden City, Kans.: Garden City AFF, el. 2,894'	N—Min. enroute alt.	None	E	10 mi.—4,000' W side N leg	3,500'	152°	7.3	R	500	1.5	500	2.0	Make 45° right turn and climb to 4,000' on S leg within 25 mi.
	E—4,000' (Hutchinson range).			15 mi.—4,000' W side N leg.				S	500	1.0	500	2.0	
	S—Min. enroute alt.			20 mi.—4,000' W side N leg.				A	1,000	3.0	1,000	3.0	
	W—5,700' (La Junta range).			25 mi.—4,000' W side N leg.				T	300	1.0	300	1.0	
Garden City Airport: el. 2,841'	N—Min. enroute alt.	None	N	10 mi.—4,000' W side N leg	3,500'	168°	3.7	R	500	1.5	500	1.5	Climb to 4,000' on S leg within 25 mi.
	E—4,000' (Hutchinson range).			15 mi.—4,000' W side N leg.				S	500	1.0	500	1.5	
	S—Min. enroute alt.			20 mi.—4,000' W side N leg.				A	1,000	3.0	1,000	3.0	
	W—5,500' (La Junta range).			25 mi.—4,000' W side N leg.				T	300	1.0	300	1.0	
Gila Bend, Ariz.: Gila Bend AFF, el. 858'.	N—5,000' (W leg Phoenix).	None	W	10 mi.—4,000' W side W leg	1,600'	106°	4.0	R	500	1.0	500	2.0	If not contact over range climb to 5,000' on E leg.
	N—5,000' (W leg Phoenix).			15 mi.—4,000' W side W leg.				S	N.A.		N.A.		
	E—5,000' (S leg Phoenix).			20 mi.—4,000' W side W leg.				A	1,000	3.0	1,000	3.0	
	S—Min. enroute alt.			25 mi.—4,000' W side W leg.				T	300	1.0	300	1.0	
	W—4,000' (Yuma range).												
Glenview, Ill.: Glenview NAS, el. [illegible]	[illegible]	None	NW	[illegible]	1,400'	146°	3.0	R	500	1.5	500	1.5	Turn left and climb to 2,000' on NW leg within 25 mi.
	[illegible]			[illegible]				S	500	1.0	500	1.5	
	[illegible]			[illegible]				A	1,000	3.0	1,000	3.0	
	NW—Min. enroute alt.			25 mi.—2,000' N side NW leg.				T	300	1.0	300	1.0	

Station	Min. initial approach alt. from the direction and range indicated	Shuttle	Final approach leg	Procedure turn min. alt. distance from radio range station	Min. alt. over range final approach	Station to airport: Mag. bear.	Station to airport: Dist. (mi.)	Ceiling and visibility minimums: Type	Day: Ceil. (ft.)	Day: Vis. (mi.)	Night: Ceil. (ft.)	Night: Vis. (mi.)	If visual contact not established over airport at authorized landing minimums or if landing not accomplished
Glynco, Ga.	(No procedure approved.)												
Godman (Fort Knox), Ky.: Godman Field, el. 740'.	N—2,300' (W leg Louisville)	None	N	10 mi.—2,500' W side N leg	1,500'	172°	3.1	R	600	1.5	600	1.5	Climb to 2,500' on S leg.
	E—2,500' (S leg Louisville).			15 mi.—2,500' W side N leg.				S	500	1.0	500	1.5	
	S—2,500' (NE leg Bowling Green).			20 mi.—2,500' W side N leg.				A	1,000	3.0	1,000	3.0	
	W—Min. enroute alt.			25 mi.—2,500' W side N leg.				T	300	1.0	300	1.0	
Gordonsville, Va.: CAA Int. Field, el. 438'	NE—2,900' (SW leg Washington)		NE	10 mi.—2,100' N side NE leg	1,900'	135°	2.5	R	1,500	3.0	1,500	3.0	If not contact over range climb to 2,900' on SE leg.
	SE—Min. enroute alt.			15 mi.—2,100' N side NE leg.				A	1,500	3.0	1,500	3.0	
	SW—2,900' (NW leg Richmond).			20 mi.—2,100' N side NE leg.				T	1,000	3.0	1,000	3.0	1,820' terrain 5 mi. NW.
	NW—Min. enroute alt.			25 mi.—2,100' N side NE leg.									
Goshen, Ind.: Goshen Airport, el. 823'.	N—2,100' (E leg South Bend)	None	W	10 mi.—2,000' S side W leg	1,600'	90°	2.7	R	500	1.5	500	1.5	Climb to 2,300' on E leg.
	E—2,300' (NW leg Ft. Wayne).			15 mi.—2,100' S side W leg.				S	500	1.0	500	1.5	
	S—Min. enroute alt.			20 mi.—2,100' S side W leg.				A	1,000	3.0	1,000	3.0	
	W—2,100' (S leg South Bend).			25 mi.—2,100' S side W leg.				T	300	1.0	300	1.0	
Grand Forks, N. D.: Grand Forks Airport, el. 857'.	N—2,100' (Pembina range)	None	S	10 mi.—2,000' E side S leg	1,500'	350°	3.1	R	600	1.5	600	1.5	Climb to 2,100' on N leg.
	E—Min. enroute alt.			15 mi.—2,000' E side S leg.				S	500	1.5	500	1.5	
	S—2,100' (Fargo range).			20 mi.—2,000' E side S leg.				A	800	2.0	800	2.0	
	W—Min. enroute alt.			25 mi.—2,000' E side S leg.				T	300	1.0	300	1.0	
Grand Island, Nebr.: Grand Island AFF, el. 1,846'.	N—Min. enroute alt.	None	N	10 mi.—3,000' W side N leg	2,400'	165°	1.3	R	500	1.5	500	1.5	Climb to 3,200' on S leg within 25 mi.
	E—2,900' (N leg Lincoln).			15 mi.—3,000' W side N leg.				S	NA		NA		
	S—Min. enroute alt.			20 mi.—3,200' W side N leg.				A	1,000	3.0	1,000	3.0	
	W—1,500' (S leg North Platte).			25 mi.—3,200' W side N leg.				T	300	1.0	300	1.0	
Grand Marais, Mich.: Grand Marais Airport, el. 840'.	N—Min. enroute alt.	None	W	10 mi.—2,400' S side W leg	1,700'	110°	3.3	R	500	1.0	500	1.0	Climb to 2,500' on E leg.
	E—2,500' (SW leg Sault Ste. Marie).			15 mi.—2,400' S side W leg.				S	NA		NA		
	S—2,500' (NE leg Traverse City).			20 mi.—2,400' S side W leg.				A	1,000	3.0	1,000	3.0	
	W—2,500' (Houghton Range).			25 mi.—2,400' S side W leg.				T	300	1.0	300	1.0	
Grand Rapids, Mich.: Kent Co. Airport, el. 681'.	NE—Min. enroute alt.	None	SE	10 mi.—2,000' E side SE leg	1,500'	303°	2.0	R	600	1.5	600	1.5	Climb to 1,900' on NW leg.
	E—2,300' (Lansing range).			15 mi.—2,000' E side SE leg.				S	500	1.0	500	1.5	
	SW—2,100' (NE leg Chicago).			20 mi.—2,000' E side SE leg.				A	1,000	3.0	1,000	3.0	
	SE—Min. enroute alt.			25 mi.—2,000' E side SE leg.				T	300	1.0	300	1.0	
	NW—1,900' (Muskegon range).												
Great Falls, Mont.:													
Great Falls Mun. Airport, el. 3,669'.						17°	1.5	R	500	1.5	500	1.5	(Being revised.)
								S	1,000	3.0	1,000	3.0	
								T	300	1.0	300	1.0	
Great Falls AFF, el. 3,487'.	(Make let-down to Great Falls Mun. Airport. Fly contact from Great Falls Mun. Airport to Great Falls AFF.)												
Greensboro, N. C.: Greensboro-High Point Airport, el. 905'.	NE—2,300' (Hickstone range)	None	NE	10 mi.—2,300' N side NE leg	1,800	241°	1.5	R	500	1.5	500	1.5	Climb to 2,800' on SW leg.
	SE—Min. enroute alt.			15 mi.—2,300' N side NE leg.				S	NA		NA		
	SW—2,400' (SE course Winston-Salem).			20 mi.—2,300' N side NE leg.				A	1,000	3.0	1,000	3.0	
	NW—1,900' (Pulaski range).			25 mi.—2,300' N side NE leg.				T	300	1.0	300	1.0	
Greenville, S. C.: Greenville Airport, el. 1,015'.						2°	1.9	R	600	1.5	600	1.5	(Being revised.)
								S	500	1.0	500	1.5	
								A	1,000	3.0	1,000	3.0	
								T	300	1.0	300	1.0	
Greenwood, Miss.:													
Greenwood Airport, el. 162'.	N—1,300' (Memphis range)	None	W	10 mi.—1,500' S side W leg	900'	85°	3.9	R	500	1.5	500	1.5	Climb to 1,500' on E leg within 25 mi.
	E—Min. enroute alt.			15 mi.—1,500' S side W leg.				S	500	1.0	500	1.5	
	S—1,500' (Jackson range).			20 mi.—1,500' S side W leg.				A	1,000	3.0	1,000	3.0	
	W—Min. enroute alt.			25 mi.—1,500' S side W leg.				T	300	1.0	300	1.0	
Greenwood Mun. Airport, el. 129'.	N—1,300' (Memphis range)	None	E	10 mi.—1,500' N side E leg	800'	265°	1.9	R	500	1.5	500	1.5	Climb to 1,500' on W leg within 25 mi.
	E—Min. enroute alt.			15 mi.—1,500' N side E leg.				S	500	1.0	500	1.5	
	S—1,700' (Jackson range).			20 mi.—1,500' N side E leg.				A	1,000	3.0	1,000	3.0	
	W—Min. enroute alt.			25 mi.—1,500' N side E leg.				T	300	1.0	300	1.0	
Grenier (Manchester) N. H.: Grenier Field, el. 230'.	N—2,300' (W leg Concord)	None	S	10 mi.—1,900' E side S leg	1,100'	352°	4.0	R	600	1.5	600	1.5	Climb to 2,500' on N leg.
	E—2,400' (N leg Boston).			15 mi.—1,900' E side S leg.				S	500	1.0	500	1.5	
	S—2,400' (W leg Boston)			20 mi.—2,000' E side S leg.				A	1,000	3.0	1,000	3.0	
	W—3,500' (W leg Boston).			25 mi.—2,000' E side S leg.				T	300	1.0	300	1.0	
Harrisburg, Pa.: Harrisburg State Airport, el. 344'.						118°	1.1	R	1,500	2.0	1,500	2.0	(Being revised.)
								A	1,600	3.0	1,600	3.0	
								T	200	1.0	300	2.0	
Hartford, Conn.:													
Brainard Airport, el. 18'						323°	2.3	R	600	1.5	600	1.5	(Being revised.)
								S	600	1.0	600	1.5	
								A	1,000	3.0	1,000	3.0	
								T	300	1.0	300	1.0	
Rentschler Field, el. 47'.						1°	2.4	R	600	1.5	600	1.5	(Being revised.)
								S	600	1.0	600	1.5	
								A	1,000	3.0	1,000	3.0	
								T	300	1.0	300	1.0	
Harvey, Ill.: Rubenkamp Airport	(No procedure established because of heavy traffic in Chicago area.)												
Hay Center, Nebr.: CAA Int. Field, el. 1,871'.	N—4,500' (W leg North Platte)	None	W	10 mi.—4,500' S side W leg	3,900'	61°	2.2	R	800	1.5	800	1.5	Climb to 4,500' on E leg.
	E—4,500' (S leg North Platte)			15 mi.—4,500' S side W leg.				S	800	1.0	800	1.5	
	S—Min. enroute alt.			20 mi.—4,500' S side W leg.				A	1,000	3.0	1,000	3.0	
	W—5,000' (Akron range).			25 mi.—4,500' S side W leg.				T	500	1.0	500	1.0	
Helena, Mont.: Helena Airport, el. 3,882'.						272°	1.9	R	1,500	2.0	1,500	2.0	(Being revised.)
								A	1,500	2.0	1,500	2.0	
								T	500	1.0	500	2.0	
Hobbs, N. Mex.:													
Hobbs AFF, el. 3,707'.													(Being revised.)
Lea County Airport, el. 3,658'	(Make let-down to Hobbs AFF. Fly contact from Hobbs AFF to Lea County Airport.)												

Station	Min. initial approach alt. from the direction indicated by the 2x scheduled	Shuttle	Final approach leg	Procedure turn made at distances from radio range station	Min. ceiling for use of this procedure	Station to airport		Ceiling and visibility minimums					If visual contact not established upon descent to airport and landing not accomplished
						Mag. bear.	Dist. mi.		Day		Night		
									Ceil. ft.	Vis. mi.	Ceil. ft.	Vis. mi.	
Homestead, Fla. Homestead Main. Airport, el. 7'.	NE—1,400' (Miami Range) E—1,400' (Miami Range). SE—1,400' (Leg K-9 Course). W—Min. enroute alt. (Non-directional approved.)	None	W	10 mi.—1,300' S side W leg. 15 mi.—1,300' S side W leg. 20 mi.—1,300' S side W leg. 25 mi.—1,200' S side W leg.	800'	87°	3.5	R S A T	500 500 1,000 300	1.5 1.5 3.0 1.0	500 500 1,000 300	1.5 1.5 3.0 1.0	Climb to 1,400' on E leg.
Houlton, Maine Houlton Municipal Houlton Airport, el. 505'.						195°	3.1	R S A T	800 800 1,000 500	1.5 1.0 3.0 1.0	800 800 1,000 500	2.0 2.0 3.0 1.0	(Being revised.)
Houston, Tex.: Houston Airport, el. 50'.	E—1,500' (Beaumont Range) SE—1,500' (SW leg Galveston). SE—700' (Webster FM), final. SW—1,700' (SW leg Richmond). SW—1,200' (Arcola FM). NW—1,400' (N leg Richmond). NW—1,300' (Hempstead FM).	None	SE	10 mi.—1,100' W side SE leg. 15 mi.—1,100' W side SE leg. 20 mi.—1,100' W side SE leg. 25 mi.—1,100' W side SE leg.	700'	306°	2.2	R S A T	500 500 1,000 300	1.5 1.0 3.0 1.0	500 500 1,000 300	1.5 1.5 3.0 1.0	Climb to 1,600' on NW leg.
Ellington Field, el. 39'.	(Make let-down to Houston Airport. Fly contact from Houston Airport to Ellington Field.)												
Huntington, W. Va.: Huntington Airport, el. 560'.	E—2,500' (W leg Charleston) SE—4,000' (S leg Charleston). W—Min. enroute alt. NW—2,300' (S leg Columbus)	None	W	10 mi.—2,000' S side W leg 15 mi.—2,100' S side W leg. 20 mi.—2,100' S side W leg. 25 mi.—2,100' S side W leg.	1,600'	75°	2.3	R S A T	1,000 1,000 1,000 1,000	2.0 2.0 3.0 2.0	NA NA NA NA	....	Climb to 2,500' on E leg.
Huron, S. Dak.: Huron Airport, el. 1,287'	NE—3,000' (Watertown range) SE—3,000' (Sioux Falls range). SW—Min. enroute alt. NW—Min. enroute alt.	None	SW	10 mi.—2,500' S side SW leg 15 mi.—2,500' S side SW leg. 20 mi.—2,500' S side SW leg. 25 mi.—2,500' S side SW leg	2,000'	44°	2.7	R S A T	500 500 1,000 300	1.5 1.0 3.0 1.0	500 500 1,000 300	2.0 2.0 3.0 1.0	Climb to 3,000' on NE leg.
Hutchinson, Kans.: Hutchinson Airport, el. 1,542'.	N—Min. enroute alt E—2,700' (N leg Wichita). S—2,800' (SW leg Wichita). W—1,000' (Garden City range).	None	S	10 mi.—2,800' E side S leg. 15 mi.—2,800' E side S leg. 20 mi.—2,800' E side S leg. 25 mi.—2,800' E side S leg.	2,300'	350°	3.1	R S A T	500 500 1,000 300	1.5 1.0 3.0 1.0	500 500 1,000 300	1.5 1.5 3.0 1.0	Climb to 3,000' on N leg within 25 mi.
Hutchinson-Skyranch Airport, el. 1,582'.	N—Min. enroute alt E—2,800' (N leg Wichita). S—2,800' (SW leg Wichita). W—4,000' (Garden City range).	None	N	10 mi.—2,800' W side N leg 15 mi.—2,800' W side N leg. 20 mi.—2,800' W side N leg. 25 mi.—2,800' W side N leg.	2,300'	188°	5.8	....	....	....	....	....	Climb to 2,800' on S leg.
Idaho Falls, Idaho: Idaho Falls Airport, el. 4,730'.	NE—8,000' (Leg Dubois) SE—Min. enroute alt. SW—7,500' (Pocatello range). NW—Min. enroute alt. NW—6,500' (N leg Pocatello).	None	NE	10 mi.—6,000' W side NE leg 15 mi.—6,000' W side NE leg. 20 mi.—7,500' W side NE leg. 25 mi.—7,500' W side NE leg.	5,500'	192°	2.6	R S A T	700 NA 1,000 300	2.0 NA 3.0 1.0	700 NA 1,000 300	2.0 NA 3.0 1.0	Climb to 7,500' on SW leg.
Indianapolis, Ind: Indianapolis Airport, el. 796'.	E—2,400' (NW leg Cincinnati) S—2,200' (Louisville range). W—2,000' (Terre Haute range). W—1,500' (Greencastle FM), final. NW—2,100' (NE leg Lafayette).	None	W	10 mi.—2,000' S side W leg 15 mi.—2,000' S side W leg. 20 mi.—2,000' S side W leg. 25 mi.—2,000' S side W leg.	1,500'	75°	3.2	R S A T	500 500 1,000 300	1.5 1.0 3.0 1.0	500 500 1,000 300	1.5 1.0 3.0 1.0	Climb to 2,400' on E leg.
Stout Field, el. 714'.	(Make let-down to Indianapolis Airport. Fly contact from Indianapolis Airport to Stout Field.)												
Indio, Calif.	(No procedure approved.)												
Invokern, Calif. Invokern NAF	(No procedure approved.)												
Jacks Creek, Tenn.: CAA Int. Field, el. 550'.	N—Min. en route alt E—2,500' (Nashville range). S—2,000' (W leg Memphis range). W—1,800' (Memphis range).	None	N	10 mi.—1,800' W side N leg 15 mi.—1,800' W side N leg. 20 mi.—1,800' W side N leg. 25 mi.—1,800' W side N leg.	1,500'	180°	2.6	R S A T	500 500 1,000 300	1.5 1.0 3.0 1.0	500 500 1,000 300	1.5 1.5 3.0 1.0	Climb to 2,000' on S leg.
Jackson, Miss.: Hawkins Field, el. 343'.	N—1,700' (Greenwood range) E—1,700' (Meridian range). S—1,600' (New Orleans range). W—1,500' (Monroe range).	None	N	10 mi.—1,700' W side N leg 15 mi.—1,700' W side N leg. 20 mi.—1,700' W side N leg. 25 mi.—1,700' W side N leg.	1,200'	175°	2.4	R S A T	500 500 1,000 300	1.5 1.0 3.0 1.0	500 500 1,000 300	1.5 1.0 3.0 1.0	Climb to 1,600' on S leg.
Jacksonville, Fla. Jacksonville Airport: No. 1, el. 52'.	N—Min. en route alt N—1,200' (Brunswick Non-directional Radio Beacon). E—Min. en route alt. E—600' (Ft. George Island FM), final. S—1,200' (N leg Daytona Beach). W—1,200' (NE leg Cross City).	None	E	10 mi.—1,100' N side E leg 15 mi.—1,100' N side E leg 20 mi.—1,100' N side E leg 25 mi.—1,100' N side E leg.	600'	269°	1.7	R S A T	500 500 1,000 300	1.5 1.0 3.0 1.0	500 500 1,000 300	1.5 1.5 3.0 1.0	Climb to 1,200' on W leg.
Cecil NAAS, el. 80'.	(Make let-down to Jacksonville Airport No. 1. Fly contact from Jacksonville Airport No. 1 to Cecil NAAS.)												
Lee NAAS, el. 22'.	(Make let-down to Jacksonville Airport No. 1. Fly contact from Jacksonville Airport No. 1 to Lee NAAS.)												
Mayport CGAS, el. 10'.	(Make let-down to Jacksonville Airport No. 1. Fly contact from Jacksonville Airport No. 1 to Mayport CGAS.)												
Jacksonville, NAS, el. 20'.	(Make let-down to Jacksonville Airport No. 1. Fly contact from Jacksonville Airport No. 1 to Jacksonville NAS.)												
Jamestown, N. D.: Jamestown Airport, el. 1,488'.	N—Min. en route alt E—2,000' (Fargo range). S—Min. en route alt. W—1,800' (Bismarck range).	None	E	10 mi.—2,000' N side E leg 15 mi.—2,000' N side E leg. 20 mi.—2,000' N side E leg. 25 mi.—2,000' N side E leg.	2,400'	253°	1.5	R S A T	500 1,000 1,000 300	1.5 1.0 3.0 1.0	500 1,000 1,000 300	1.5 1.0 3.0 1.0	Climb to 3,400' on W leg. 1, 2,7 (wrs—7.5 mi. SSW. 1,350' stacks 3/4 mi. SW. 1,350' stacks 2 3/4 mi. S.
Joliet, Ill. [illegible] Airport, el. [illegible]	E—1,400' (Chicago range) [illegible]	None	W	10 mi.—1,400' S side W leg 15 mi.—1,400' S side W leg. 20 mi.—1,400' S side W leg. 25 mi.—1,400' S side W leg.	1,400'	12°	3.7	R S A T	500 NA 1,000 300	1.0 NA 3.0 1.0	700 NA 1,000 300	2.0 NA 3.0 1.0	Climb to 2,000' on SW leg within 25 mi.

Station	Min. initial appr. alt. from the direction and radio fix indicated	Shuttle	Final appr. leg	Procedure turn min. alt. distances from radio range station	Min. alt. over range final appr.	Missed approach		Conditions—ceiling and visibility					If visual contact not established upon approach at authorized landing minimums, or if landing not accomplished
						Mag. bear.	Dist. (mi.)	Type	Day		Night		
									Ceil. (ft.)	Vis. (mi.)	Ceil. (ft.)	Vis. (mi.)	
Joplin, Mo.: Joplin Airport, el. 981'.....	N—2,500' (Kansas City range). N—1,600' (E leg Chanute), final. E—2,500' (W leg Springfield). S—2,500' (NE leg Tulsa). W—2,500' (S leg Chanute).	None	N	10 mi.—2,000' W side N leg. 15 mi.—2,500' W side N leg. 20 mi.—2,500' W side N leg. 25 mi.—2,900' W side N leg.	1,600'	172°	6.2	R S A T	500 500 1,000 300	1.5 1.0 3.0 1.0	500 500 1,000 300	1.5 1.5 3.0 1.0	Climb to 2,500' on S leg.
Kansas City, Mo.:													
Kansas City Airport, el. 741'.....	NE—2,300' (Kirksville range). NE—2,300' (W leg Columbia). SE—2,500' (N leg Joplin). SW—2,200' (S leg St. Joseph). SW—2,000' (DeSoto FM). NW—2,400' (St. Joseph range). NW—1,600' (Linkville FM), final.	None	NW	10 mi.—2,300' E side NW leg. 15 mi.—2,400' E side NW leg. 20 mi.—2,400' E side NW leg. 25 mi.—2,400' E side NW leg.	1,600'	148°	2.9	R S A T	700 500 1,000 300	1.5 1.0 3.0 1.0	700 500 1,000 300	1.5 1.0 3.0 1.0	Immediately make right turn and climb to 2,200' on SW leg. Caution: SE leg is over Kansas City, 1,500' obst. in city—adhere strictly to procedure.
Fairfax Field, el. 746'.....	NE—2,300' (Kirksville range). NE—2,200' (W course Columbia). SE—2,500' (Joplin range). SW—2,200' (S leg St. Joseph). SW—2,000' (DeSoto FM). NW—2,400' (St. Joseph range). NW—1,600' (Linkville FM), final.	None	NW	10 mi.—2,200' E side NW leg. 15 mi.—2,400' E side NW leg. 20 mi.—2,400' E side NW leg. 25 mi.—2,400' E side NW leg.	1,600'	148°	0.8	R S A T	700 NA 1,000 300	1.5 NA 3.0 1.0	700 NA 1,000 300	1.5 NA 3.0 1.0	Immediately make right turn and climb to 2,200' on SW leg. Caution: SE leg is over Kansas City, 1,500' obst. in city—adhere strictly to procedure.
Keesler (Biloxi), Miss.:													
Keesler Field, el. 26'.....	NE—1,500' (NW leg Mobile). SE—1,500' (W leg Pensacola). SW—Min. en route alt. NW—Min. en route alt.	None	NE	10 mi.—1,500' N side NE leg. 15 mi.—1,500' N side NE leg. 20 mi.—1,500' N side NE leg. 25 mi.—1,500' N side NE leg.	1,000'	210°	2.9	R S A T	500 500 1,000 300	1.5 1.0 3.0 1.0	500 500 1,000 300	1.5 1.5 3.0 1.0	Climb to 1,500' on SW leg.
Coast Guard Seaplane Base, el. S. L.	(Make let-down to Keesler Field. Fly contact from Keesler Field to Coast Guard Seaplane Base.)												
Gulfport Airport, el. 27'.....	(Make let-down to Keesler Field. Fly contact from Keesler Field to Gulfport Airport.)												
Key West, Fla.:													
Meacham Field, el. 4'.....	N—Min. en route alt. E—Min. en route alt. E—1,400' (Stock Island FM). S—Min. en route alt. W—Min. en route alt.	None	W	10 mi.—1,300' S side W leg. 15 mi.—1,300' S side W leg. 20 mi.—1,300' S side W leg. 25 mi.—1,300' S side W leg.	800'	70°	1.5	R S A T	500 500 1,000 300	1.5 1.0 3.0 1.0	500 500 1,000 300	1.5 1.5 3.0 1.0	Climb to 1,400' on E course.
Key West NAS, el. 5'.....	N—Min. en route alt. E—Min. en route alt. S—Min. en route alt. W—Min. en route alt.	None	W	10 mi.—1,300' S side W leg. 15 mi.—1,300' S side W leg. 20 mi.—1,300' S side W leg. 25 mi.—1,300' S side W leg.	800'	70°	5.8	R S A T	500 500 1,000 300	1.5 1.0 3.0 1.0	500 500 1,000 300	1.5 1.5 3.0 1.0	Climb to 1,400' on E course.
Kirksville, Mo.: Kirksville Airport, el. 970'.	NE—2,000' (Burlington range). SE—Min. en route alt. SW—2,300' (Kansas City range). NW—2,500' (S leg Des Moines).	None	SE	10 mi.—2,300' E side SE leg. 15 mi.—2,100' E side of SE leg. 20 mi.—2,100' E side SE leg. 25 mi.—2,100' E side SE leg.	1,600'	320°	0.9	R S A T	700 NA 1,000 300	1.5 NA 3.0 1.0	700 NA 1,000 300	1.5 NA 3.0 1.0	Climb to 2,500' on NW course.
Klamath Falls, Oreg.: Klamath Falls Airport, el. 4,095'.	N—10,000' (Redmond range). E—Min. en route alt. S—10,000' (Whitehorse range). W—10,000' (Lee Medford).	None	S	10 mi.—8,000' E side S leg. 15 mi.—NA. 20 mi.—NA. 25 mi.—NA.	6,500'	342°	2.7	R S A T	1,500 NA 1,500 1,000	1.5 NA 2.0 1.0	1,500 NA 1,500 1,000	2.0 NA 2.0 1.0	Turn left and climb to 10,000' [illegible] 6,500' [illegible] on S leg 30 mi. out. [illegible] mi. E of S leg course to 30 mi.
Knoxville, Tenn.: McGhee-Tyson Airport, el. 989'.	NE—5,000' (Ft. Cox range). NE—4,000' (Piedmont FM). S—Min. en route alt. S—5,500' (Tullahoma FM). W—4,500' (Sweetwater range). W—5,000' (Kingston Int. N—Min. en route alt.	None	N	10 mi.—3,000' E side N leg. 15 mi.—3,000' E side N leg. 20 mi.—3,000' E side N leg. 25 mi.—3,000' E side N leg.	2,300'	172°	2.8	R S A T	500 NA 1,000 300	1.5 NA 2.0 1.0	500 NA 1,000 300	1.5 NA 2.0 1.0	[illegible] and climb to 4,000' on W course, within 25 mi.
La Crosse, Wis.:													
La Crosse Airport, el. 663'.....	NE—Min. enroute alt. SE—2,500' (Lone Rock range). SW—2,500' (S leg Rochester). NW—2,500' (E leg Rochester).	None	NW	10 mi.—2,500' W side NW leg. 15 mi.—2,500' W side NW leg. 20 mi.—2,500' W side NW leg. 25 mi.—2,500' W side NW leg.	1,800'	158°	5.2	R S A T	600 500 1,000 400	1.5 1.5 3.0 1.0	600 500 1,000 400	2.0 2.0 3.0 1.5	Climb to 2,500' on SE leg.
CAA Int. Field, el. 667'.....	NE—Min. en route alt. SE—2,500' (Lone Rock range). SW—2,500' (S leg Rochester). NW—2,500' (E leg Rochester).	None	NW	10 mi.—2,500' W side NW leg. 15 mi.—2,500' W side NW leg. 20 mi.—2,500' W side NW leg. 25 mi.—2,500' W side NW leg.	1,800'	127°	1.8	R A T	800 1,000 500	2.0 3.0 1.0	800 1,000 500	2.0 3.0 2.0	Climb to 2,500' on SE leg.
Lafayette, Ind.: Purdue University Airport, el. [illegible].	NE—1,600' (S leg Logansport). SE—2,000' (Indianapolis range). SW—1,800' (E leg Chanute). NW—1,900' (NE leg Chanute).	None	SW	10 mi.—1,800' S side SW leg. 15 mi.—1,800' S side SW leg. 20 mi.—1,800' S side SW leg. 25 mi.—1,800' S side SW leg.	1,700'	50°	2.4	R S A T	700 700 1,000 400	1.5 1.0 3.0 1.0	700 700 1,000 500	1.5 1.5 3.0 2.0	Climb to 1,600' on NE leg. [illegible] stacks 1.5 mi. NE of apt. (Bearing revised.)
La Junta, Colo.: La Junta AFL, el. [illegible].													
[illegible]: Lake [illegible] A[illegible], el. 17.	N—[illegible] NW—[illegible] E—[illegible] S—[illegible] E—[illegible] W—[illegible]	None	S	10 mi.—1,500' E side S leg. 15 mi.—1,500' E side S leg. 20 mi.—1,500' E side S leg. 25 mi.—1,500' E side S leg.	800'	54°	2.5	R S A T	500 500 1,000 400	1.5 1.5 3.0 1.0	500 500 1,000 400	1.5 1.5 3.0 1.0	Climb to 1,500' on N course within 25 mi.
Lakehurst, N. J.													

Station	Min. initial appr. alt. from the direction and radio fix indicated	Shuttle	Final appr. leg	Procedure turn min. alt. distances from radio range station	Min. alt. over range final appr.	Station to airport		Ceiling and visibility minimums					If visual contact not established over airport at authorized landing minimums, or if landing not accomplished—
						Mag. bear.	Dist. (mi.)	Type	Day		Night		
									Ceil. (ft.)	Vis. (mi.)	Ceil. (ft.)	Vis. (mi.)	
Langley, Va.: Langley Field, el. 10'	N—1,500' (SW leg Patuxent River) E—1,250' (NE leg Norfolk). S—1,500' (SW leg Norfolk) W—1,250' (SE leg Richmond). W—750' (NW leg Norfolk) final.	None	W	10 mi.—1,250' S side W leg 15 mi.—1,250' S side W leg. 20 mi.—1,250' S side W leg. 25 mi.—1,250' S side W leg.	750'	102°	3.8	R S A T	500 500 1,000 300	1.5 1.0 3.0 1.0	500 500 1,000 300	1.5 1.5 3.0 1.0	Climb to 1,250' on N side E leg.
Lansing, Mich.: Capitol City Airport, el. 857'	E—2,300' (N leg Romulus) SE—2,300' (W leg Romulus). W—2,300' (Grand Rapids range). NW—2,300' (NE leg Grand Rapids).	None	E	10 mi.—2,300' N side E leg. 15 mi.—2,200' N side E leg. 20 mi.—2,200' N side E leg. 25 mi.—2,200' N side E leg.	1,700'	280°	3.0	R S A T	500 500 1,000 300	1.5 1.0 3.0 1.0	500 500 1,000 300	2.0 2.0 3.0 1.0	Climb to 2,200' on W leg.
Laramie, Wyo.: Brees Field, el. 7,270'	NE—10,500' (N leg Cheyenne) SE—11,500' (N leg Denver) SW—Min. en route alt. NW—12,000' (Sinclair range). NW—10,500' (Two Rivers—Int).	None	NW	10 mi.—8,500' E side NW leg. 15 mi.—10,500' E side NW leg. 20 mi.—10,500' E side NW leg. 25 mi.—10,500' E side NW leg.	8,000'	137°	2.2	R S A T	500 500 1,000 300	1.5 1.0 3.0 1.0	500 500 1,000 300	2.0 1.5 3.0 1.0	Climb to 11,500' on SE course.
Laredo, Tex.: Laredo Airport, el. 512'	N—2,000' (San Antonio range). SE—2,000' (W leg Brownsville). SW—Min. en route alt. NW—Min. en route alt.	None	NW	10 mi.—1,700' W side NW leg. 15 mi.—1,700' W side NW leg. 20 mi.—1,700' W side NW leg. 25 mi.—1,700' W side NW leg.	1,200'	137°	3.1	R S A T	500 500 1,000 300	1.5 1.0 3.0 1.0	500 500 1,000 300	1.5 1.5 3.0 1.0	Climb to 2,000' on SE leg.
Las Vegas, Nev.: Las Vegas AFF, el. 1,800'.	NE—9,500' (Enterprise range). SE—8,000' (N leg Needles). SW—10,500' (Silver Lake range). NW—Min. en route alt. NE—7,000' (Crystal FM)	On NE and SW legs to 7,000' within 20 mi.	SW	10 mi.—5,000' S side SW leg. 15 mi.—5,000' S side SW leg. 20 mi.—7,000' S side SW leg. 25 mi.—10,000' S side SW leg.	3,400'	34°	1.9	R S A T	1,500 NA 1,500 800	2.0 2.0 2.0	1,500 NA 1,500 800	2.0 2.0 2.0	Climb to 9,500' on NE leg.
Sky Haven Airport, el. 2,200'	(Make let-down to Las Vegas AFF. Fly contact from Las Vegas AFF to Sky Haven Airport.)												
Las Vegas, N. Mex.: Las Vegas Airport, el. 6,857'.						8°	3.2	R A T	800 1,000 300	1.5 3.0 1.0	800 1,000 300	2.0 3.0 2.0	(Being revised.)
Lawson (Columbus), Ga.: Lawson Field, el. 232'.	NE—Min. en route alt. SE—No approach—Danger area. SW—2,000' (NW leg Dothan). NW—2,000' (E leg Maxwell).	None	SW	10 mi.—1,700' E side SW leg 15 mi.—1,700' E side SW leg. 20 mi.—1,700' E side SW leg. 25 mi.—1,700' E side SW leg.	1,000'	21°	3.3	R S A T	700 700 1,000 300	1.5 1.0 3.0 1.0	700 700 1,000 300	1.5 1.5 3.0 1.0	Climb to 2,000' on NE leg. Make all turns on NE leg on W side of leg—danger area in E quadrant.
Lebo, Kans.: CAA Int. Field, el. 1,160'.	NE—2,500' (SE leg Topeka) SE—2,500' (N leg Chanute). SW—3,000' (Wichita range). NW—2,500' (SW leg Topeka).	None	SE	10 mi.—2,300' E side SE leg 15 mi.—2,300' E side SE leg. 20 mi.—2,300' E side SE leg. 25 mi.—2,300' E side SE leg.	1,700'	330°	0.0	R S A T	500 1,000 300	1.5 3.0 1.0	500 1,000 300	2.0 3.0 1.0	Climb to 2,500' on NW leg.
Lewistown, Mont.: Lewistown Airport, el. 4,177'.	NE—Min. enroute alt. E—8,000' (N leg Billings). SW—Min. enroute alt. W—9,000' (Great Falls range). W—5,000' (Stanford FM), final.	None	W	10 mi.—6,000' S side W leg. 15 mi.—6,000' S side W leg. 20 mi.—6,000' S side W leg. 25 mi.—6,000' S side W leg.	5,000'	90°	2.9	R S A T	800 NA 1,000 300	2.0 3.0 1.0	800 NA 1,000 300	2.0 3.0 1.0	Turn right and climb to 6,000' on W leg within 25 mi.
Lincoln, Nebr.: Lincoln Airport, el. 1,191'.	N—2,500' (W leg Omaha) E—2,500' (SE leg Omaha) S—Min. enroute alt. W—3,200' (Grand Island range).	None	N	10 mi.—2,500' W side N leg 15 mi.—2,500' W side N leg. 20 mi.—2,500' W side N leg. 25 mi.—2,500' W side N leg.	1,900'	170°	2.4	R S A T	500 500 1,000 300	1.5 1.0 3.0 1.0	500 500 1,000 300	2.0 1.0 3.0 1.0	Climb to 2,500' on S course within 25 mi.
Little Rock, Ark.: Adams Field, el. 260'.	NE—1,500' (Walnut Ridge range) SE—1,300' (SW leg Memphis). SE—800' (Keo FM), final. SW—1,700' (NE leg Texarkana). NW—3,800' (Tulsa range).	None	SE	10 mi.—1,300' E side SE leg 15 mi.—1,300' E side SE leg. 20 mi.—1,300' E side SE leg. 25 mi.—1,300' E side SE leg.	800'	313°	3.8	R S A T	500 500 1,000 300	1.5 1.0 3.0 1.0	500 500 1,000 300	1.5 1.5 3.9 1.0	Climb to 2,100' on NW leg within 25 mi.
Livingston, Mont.	(No procedure approved.)												
Lone Rock, Wis.: CAA Int. Field, el. 714'.	N—Min. enroute alt. E—2,800' (Madison range). SE—2,800' (SW leg Madison). S—Min. enroute alt. W—Min. enroute alt. NW—2,300' (La Crosse range).	None	W	10 mi.—2,300' S side W leg. 15 mi.—2,300' S side W leg. 20 mi.—2,500' S side W leg. 25 mi.—2,500' S side W leg.	2,014'	98°	0.0	R S A T	800 1,300 500	2.0 3.0 1.0	800 1,300 800	2.0 3.0 2.0	Climb to 2,800' on E. leg.
Long Beach, Calif.: Long Beach Airport, el. 101'						298°	3.9	R S A T	600 500 1,000 300	2.0 1.0 3.0 1.0	600 500 1,000 300	2.0 1.0 3.0 1.0	(Being revised.)
Los Alamitos NAAS, el. 27'	(Make let-down to Long Beach Airport. Fly contact from Long Beach Airport to Los Alamitos NAAS.)												
Los Angeles, Calif.: Los Angeles Airport, el. 101'						244°	3.9	R S A T	600 400 800 300	1.5 1.0 2.0 1.0	600 400 800 300	1.5 1.0 2.0 1.0	(Being revised.)
Compton Central Airport, el. 100'	(Make let-down to Los Angeles Airport. Fly contact from Los Angeles Airport to Compton Central Airport.)												
Culver City Airport, el. 25'	(Make let-down to Los Angeles Airport. Fly contact from Los Angeles Airport to Culver City Airport.)												
Gardena Valley Airport, el. 50'	(Make let-down to Los Angeles Airport. Fly contact from Los Angeles Airport to Gardena Valley Airport.)												
Hawthorne Airport, el. 61'	(Make let-down to Los Angeles Airport. Fly contact from Los Angeles Airport to Hawthorne Airport.)												
Santa Monica Municipal Airport, el. [illegible]	(Make let-down to Los Angeles Airport. Fly contact from Los Angeles Airport to Santa Monica Airport.)												
Van Nuys Metropolitan Airport, el. 800	(Make let-down to Los Angeles Airport. Fly contact from Los Angeles Airport to Van Nuys Metropolitan Airport.)												

Station	Min. initial appr. alt. (over the intersection and radio fix indicated)	Shuttle	Final appr. leg	Procedure turn side of the course at distances from radio range station	Min. alt. over range final appr.	Stations to airport		Ceiling and visibility minimums					If radio contact not established over airport at authorized landing minimums, or if landing not accomplished—
						Mag. bear.	Dist. (mi.)	Type	Day		Night		
									Ceil. (ft.)	Vis. (mi.)	Ceil. (ft.)	Vis. (mi.)	
Louisville, Ky.:													
Bowman Field, el. 546'	N—Min. en route alt. E—2,900' (Huntington range). E—1,400' (Eastwood FM) final. S—2,200' (NE leg Bowling Green). S—2,000' (Shepherdsville FM). W—2,000' (Evansville range).	None	E	10 mi.—1,900' S side E leg. 15 mi.—2,600' S side E leg. 20 mi.—2,600' S side E leg. 25 mi.—2,600' S side E leg.	1,400'	269°	1.4	R S A T	600 NA 1,000 300	1.5 3.0 1.0	600 NA 1,000 300	1.5 3.0 1.0	Climb to 2,000' on W leg, 1,450' twr. on N side E leg. 12 mi. from range.
Standiford Field, el. 480'	N—Min. en route alt. E—2,600' (Huntington range). E—1,400' (Eastwood FM), final. S—2,200' (NE leg Bowling Green). S—2,600' (Shepherdsville FM). W—2,000' (Evansville range).	None	E	10 mi.—1,800' S side E leg. 15 mi.—2,600' S side E leg. 20 mi.—2,600' S side E leg. 25 mi.—2,600' S side E leg.	1,400'	240°	6.2	R S A T	600 500 1,000 300	1.5 1.5 3.0 1.0	600 500 1,000 300	2.0 2.0 3.0 1.0	Climb to 2,000' on W course.
Lovelock, Nev.: CAA Int. Field, el. 3,995'.													(Being revised.)
Lubbock, Tex.:													
Lubbock AFF, el. 3332'	N—Min. en route alt. E—Min. en route alt. S—Min. en route alt. W—Min. en route alt.	None	N	10 mi.—4,400' W side N leg. 15 mi.—4,400' W side N leg. 20 mi.—4,400' W side N leg. 25 mi.—4,400' W side N leg.	4,100'	173°	3.7	R S A T	600 600 1,000 400	2.0 1.0 3.0 1.0	600 600 1,000 400	2.0 1.0 3.0 2.0	Climb to 4,400' on S leg within 25 mi.
Commercial Airport, el. 3240'	(Make let-down to Lubbock AFF. Fly contact from Lubbock AFF to commercial airport.)												
Lubbock Mun. Airport, el. 3256'	(Make let-down to Lubbock AFF. Fly contact from Lubbock AFF to Lubbock Mun. Airport.)												
Lucin, Utah: CAA Int. Field, el. 4,414'	N—Min. en route alt. E—11,900' (Ogden range). S—13,000' (E leg Wendover). W—12,000' (Elko range).	On E leg to 8,500' within 15 mi.*	E	10 mi.—8,000' S side E leg. 15 mi.—8,500' S side E leg. 20 mi.—8,500' S side E leg. 25 mi.—8,500' S side E leg.	6,900'	156°	2.4	R S A T	2,500 NA 2,500 500	2.0 2.0 1.0	2,500 NA 2,500 500	2.0 2.0 1.0	If not contact over range, climb to 9,000' on S leg within 15 mi. *Make shuttle turns on S side E leg.
Lynchburg, Va.: Preston-Glenn Airport, el. 935'						165°	1.9	R S A T	1,000 1,500 500	2.0 3.0 1.0	1,000 1,500 500	2.0 3.0 1.0	(Being revised.)
McChord (Tacoma), Wash.: McChord Field, el. 286'.						26°	1.7	R S A T	500 500 1,000 300	1.5 1.0 3.0 1.0	500 500 1,000 300	1.5 1.5 3.0 1.0	(Being revised.)
Macon, Ga.:													
Smart Airport, el. 463'	NE—Min. en route alt. SE—1,500' (Alma range). SW—Min. en route alt. NW—2,200' (Atlanta range).	None	NE	10 mi.—1,500' N side NE leg. 15 mi.—1,500' N side NE leg. 20 mi.—1,500' N side NE leg. 25 mi.—1,500' N side NE leg.	1,000'	246°	4.8	R S A T	500 500 1,000 300	1.5 1.0 3.0 1.0	 500 	 1.5 	Climb to 2,000' on SW course within 25 mi.
Cochran Field, el. 354'	(Make let-down to Smart Airport. Fly contact from Smart Airport to Cochran Field.)												
Robins Field, el. 295'	(Make let-down to Smart Airport. Fly contact from Smart Airport to Robins Field.)												
Madison, Wis.:													
Madison Airport, el. 859'	NE—Min. enroute alt. E—2,500' (Milwaukee range). SE—Min. enroute alt. SW—2,400' (NW leg (Rockford).) W—2,800' (Lone Rock range) NW—Min. enroute alt.	None	SE	10 mi.—2,000' E side SE leg. 15 mi.—2,000' E side SE leg. 20 mi.—2,100' E side SE leg. 25 mi.—2,100' E side SE leg.	1,700'	314°	2.6	R S A T	500 500 1,000 300	1.5 1.0 3.0 1.0	600 500 	1.5 1.5 	Climb to 2,800' on NW leg.
Jackson Seaplane Base, el. 849'	(Make let-down to Madison Airport. Fly contact from Madison Airport to Jackson Seaplane Base.)												
Malad City, Idaho	No procedure approved.)												
Marshall, Ft. Riley, Kans.: Marshall Field, el. 1,062'													(Being revised.)
Martinsburg, W. Va.: Martinsburg Airport, el. 550'	NE—3,500' (S leg Philipsburg) E—3,000' (Baltimore range) SW—3,000' (Front Royal range) W—4,000' (S leg Altoona)	None	SW	10 mi.—2,300' E side SW leg. 15 mi.—2,300' E side SW leg. 20 mi.—2,300' E side SW leg. 25 mi.—2,500' E side SW leg.	1,500'	35°	2.9	R S A T	500 NA 1,000 300	1.5 3.0 1.0	 	 	Climb to 3,500' on NE leg.
Maxwell (Montgomery), Ala.: Dannelly Field, el. 270'													
Procedure No. 1													(Being revised.)
Procedure No. 2													(Being revised.)
Medford, Oreg.: Medford Airport, el. 1,329'						158°	2.4	R S A T	1,000 1,000 300	2.0 3.0 1.0	1,000 1,000 300	2.0 3.0 1.0	(Being revised.)
Melbourne, Fla.: Melbourne-Eau Gallie Airport, el. 26'	N—1,200' (SE leg Orlando) E—Min. enroute alt. S—1,500' (N leg W. Palm Beach) W—Min. enroute alt.	None	N	10 mi.—1,200' W side N leg. 15 mi.—1,200' W side N leg. 20 mi.—1,200' W side N leg. 25 mi.—1,200' W side N leg.	800'	158°	2.3	R S A T	500 500 1,000 300	1.5 1.0 3.0 1.0	 500 	 1.5 	Climb to 1,200' on S leg.
Memphis, Tenn.: Memphis Airport, el. 267'	NE—1,600' (Jack Creek range) E—1,600' (Grenada range) S—800' (Newport FM fix) SW—1,600' (SE leg Little Rock). N—1,800' (Alexander range)	None	S	10 mi.—1,300' E side S leg. 15 mi.—1,300' E side S leg. 20 mi.—1,300' E side S leg. 25 mi.—1,300' E side S leg.	800'	356°	2.1	R S A T	500 500 1,000 300	1.5 1.0 3.0 1.0	500 500 1,000 300	1.5 1.5 3.0 1.0	Climb to 1,600' on N leg
Meridian, Miss.: Key Field, el. 297'	NE—1,500' (Beauregard range) S—Min. enroute alt. W—Min. enroute alt.	None	N	10 mi.—1,500' W side N leg. 15 mi.—1,500' W side N leg. 20 mi.—1,500' W side N leg. 25 mi.—1,500' W side N leg.	1,000'	154°	2.8	R S A T	500 500 1,000 300	1.5 1.0 3.0 1.0	 500 	 1.5 	Climb to 2,000' on S leg within 25 mi.

Station	Min. instrument approach alt. from the direction and radio fix indicated	Shuttle	Final approach leg	Procedure turn min. alt. distance from radio range station	Min. alt. over range final approach	Station to airport		Ceiling and visibility minimums					If visual contact not established over airport at authorized landing minimums, or if landing not accomplished—
						Mag. bear.	Dist. (mi.)	Type	Day		Night		
									Ceil. (ft.)	Vis. (mi.)	Ceil. (ft.)	Vis. (mi.)	
Miami, Fla.: Miami International A F F. el 9′	E—Min. on route alt E—800′ (Miami Bay Shore FM), final. SE—1,500′ (E leg Key West). W—1,500′ (SE leg Ft. Myers). N—1,500′ (W Palm Beach range). N—1,300′ (Ft. Lauderdale FM).	None	✓	10 mi—1,400′ N side E leg 15 mi—1,400′ N side E leg. 20 mi—1,400′ N side E leg. 25 mi—1,400′ N side E leg	800′	270°	2.3	R S A T	500 500 1,000 300	1.5 1.0 3.0 1.0	500 500 1,000 300	1.5 1.0 3.0 1.0	Climb to 1,500′ on W leg, 270 bklgs S side E leg within 1 mi.
Midland, Tex.: Midland Air Terminal, el. 2,867′.	NE—4,400′ (Big Spring range) SE—Min. on route alt. SW—4,500′ (SE leg Wink). NW—4,500′ (W leg Big Spring).	None	SW	10 mi—4,100′ S side SW leg 15 mi—4,200′ S side SW leg. 20 mi—4,300′ S side SW leg. 25 mi—4,300′ S side SW leg.	3,600′	48°	3.8	R S A T	1,000 1,000 300	1.0 3.0 1.0	1,000 1,000 300	1.0 3.0 1.0	Climb to 4,300′ on NE leg 2,991′ tank within arpt. bndry. 3,000′ twr on NE leg 10 mi. out.
Miles City, Mont.: Miles City Airport, el. 2,631′.						58°	2.1	R S A T	500 500 1,000 300	1.5 1.0 3.0 1.0	500 500 1,000 300	1.5 1.5 3.0 1.0	(Being revised.)
Milford, Utah: Milford Airport, el. 5,061′.	NE—9,000′ (Delta range) SE—Min. en route alt. SW—9,000′ (SE leg Enterprise). NW—Min. enroute alt.	On SW leg to 8,500′ within 25 mi.	SW	10 mi—8,000′ W side SW leg. 15 mi—8,000′ W side SW leg. 20 mi—8,500′ W side SW leg. 25 mi—8,500′ W side SW leg.	6,100′	20°	1	R S T T	1,000 NA 1,000 300	4.0 ..... 4.0 1.0	....	....	If not clr over range, turn left and climb to 8,500′ on SW leg within 25 mi. High terrain E and W of airport.
Millinocket, Maine: Millinocket Airport, el. 404′	N—3,500′ (W leg Houlton). E—2,500′ (S leg Houlton). S—2,300′ (NW leg Bangor). W—6,000′ (NW leg Bangor).	None	E	10 mi—1,800′ N side E leg 15 mi—2,000′ N side E leg. 20 mi—2,000′ N side E leg. 25 mi—2,000′ N side E leg.	1,300′	292°	1.6	R S A T	800 800 1,000 600	2.0 2.0 3.0 2.0	....	....	Climb to 2,000′ on S leg.
Millville, N. J.: Millville Airport, el. 68′.	NE—Min. en route alt SE—Min. en route alt. SW—1,500′ (E leg Baltimore). NW—1,500′ (W leg Philadelphia PG).	None	NW	10 mi—1,500′ W side NW leg 15 mi—1,500′ W side NW leg. 20 mi—1,500′ W side NW leg. 25 mi—1,500′ W side NW leg.	800′	144°	4.2	R S A T	500 500 1,000 300	1.5 1.5 3.0 1.0	....	....	Climb to 1,500′ on SE leg within 25 mi.
Milwaukee, Wis.: General Mitchell Airport, el. 676′.	N—Min. enroute alt E—1,900′ (Muskegon range). S—2,000′ (NW leg Chicago). S—1,300′ (Kenosha FM), final. W—2,500′ (Rockford range). W—2,300′ (Genesee FM).	None	S	10 mi—1,800′ E side S leg 15 mi—1,800′ E side S leg 20 mi—1,800′ E side S leg 25 mi—2,000′ E side S leg.	1,300′	352°	2.5	R S A T	500 500 1,000 300	1.5 1.0 3.0 1.0	....	....	Climb to 2,300′ on N leg within 25 mi.
Minneapolis, Minn.: Wold-Chamberlain Field, el. 834′	N—2,600′ (Duluth range) SE—2,400′ (N leg Rochester). SE—1,500′ (Hastings FM), final. SW—2,900′ (Sioux Falls range). SW—2,300′ (Jordan FM). NW—2,600′ (Alexandria range). NW—2,300′ (Hamel FM).	None	SE	10 mi—2,300′ N side SE leg 15 mi—2,300′ N side SE leg. 20 mi—2,300′ N side SE leg. 25 mi—2,300′ N side SE leg.	1,500′	298°	3.6	R S A T	500 500 1,000 300	1.5 1.0 3.0 1.0	500 500 1,000 300	1.5 1.5 3.0 1.0	Climb to 2,600′ on NW leg 1,850′ MSL twr on N leg 10 mi. out.
St. Paul Airport, el. 703′	(Make let-down to Wold-Chamberlain Field. Fly contact from Wold-Chamberlain Field to St. Paul Airport.)												
Minot, N. Dak.: Port O'Minot Airport, el. 1,723′.	NE—2,800′ (S leg Rivers) SE—2,900′ (N leg Bismarck). SW—Min. enroute alt. NW—Min. enroute alt.	None	SE	10 mi—2,000′ E side SE leg 15 mi—2,000′ E side SE leg. 20 mi—2,000′ E side SE leg. 25 mi—2,000′ E side SE leg.	2,400′	301°	3.3	R S A T	500 500 1,000 300	1.5 1.0 3.0 1.0	500 500 1,000 300	1.5 1.0 3.0 1.0	Climb to 3,500′ on NW leg within 25 mi. 1,850′ MSL twr 2 mi. S of airport.
Missoula, Mont.: Missoula Co. Airport, el. 3,203′.	N—Min. enroute alt SE—9,000′ (Drummond range). S—Min. enroute alt. NW—9,000′ (Superior range). NW—6,200′ (Alberton FM), final.	None	NW	10 mi—8,000′ N side NW leg 15 mi—8,300′ N side NW leg. 20 mi—9,000′ N side NW leg. 25 mi—9,000′ N side NW leg.	6,200′	120°	1.5	R S A T	3,000 NA 3,000 2,500	2.0 ..... 2.0 2.0	3,000 NA 3,000 2,500	2.0 ..... 2.0 2.0	Turn right and climb to 9,000′ on NW leg shuttling within 10 mi or rng. 6,000′ terrain 4 mi. S of W leg, 10 mi. out.
Hale Field, el. 3,186′	(Make let-down to Missoula Co. Airport. Fly contact from Missoula Co. Airport to Hale Field.)												
Mitchel (Hempstead), N. Y., Mitchel Field, el. 85′.	NE—1,500′ (SE leg Hartford) E—Min. enroute alt. SW—1,500′ (SE leg Newark). W—1,500′ (SW leg La Guardia).	None	E	10 mi—1,500′ S side E leg 15 mi—1,500′ S side E leg. 20 mi—1,500′ S side E leg. 25 mi—1,500′ S side E leg.	700′	301°	3.2	R S A T	600 600 1,000 300	1.5 1.0 3.0 1.0	600 600 1,000 300	1.5 1.5 3.0 1.0	Turn left and climb to 1,000′ until E of rng, then climb to 1,500′ on E leg.
Mobile, Ala.: Bates Field, el. 217′	NE—1,400′ (NW leg Pensacola) SE—1,300′ (SW leg Pensacola). SW—1,400′ (Keesler range). NW—1,400′ (NE leg Keesler).	None	NE	10 mi—1,300′ N side NE leg 15 mi—1,300′ N side NE leg. 20 mi—1,300′ N side NE leg. 25 mi—1,300′ N side NE leg.	1,200′	271°	7.5	R S A T	1,000 1,000 1,000 300	1.0 1.0 3.0 1.0	1,000 1,000 1,000 300	2.0 3.0 3.0 1.0	Climb to 1,400′ on SW leg.
Brookley Field, el. 26′	NE—1,400′ (NW leg Pensacola) SE—1,300′ (SW leg Pensacola). SW—1,400′ (Keesler range). NW—1,400′ (NE leg Keesler).	None	NW	10 mi—1,400′ W side NW leg 15 mi—1,400′ W side NW leg. 20 mi—1,500′ W side NW leg. 25 mi—1,500′ W side NW leg.	900′	138°	3.2	R S A T	500 500 1,000 300	1.5 1.0 3.0 1.0	500 500 1,000 300	1.5 1.5 3.0 1.0	Climb to 1,300′ on SE leg.
Moffett (Mountain View), Calif.	(No procedure approved.)												
Moline, Ill.: Moline Airport, el. 590′	N—Min. enroute alt E—2,000′ (N leg Peoria). S—2,000′ (NE leg Burlington). W—2,000′ (N leg Burlington). (After crossing Moline cone, turn to S leg of range to intersect W leg of low powered range. Turn W along W leg of low powered range for start of let-down.)	None	W (Low powered range)	10 mi—1,800′ S side W leg* 15 mi—2,000′ S side W leg. 20 mi—2,000′ S side W leg. 25 mi—2,000′ S side W leg.	1,400′	86°	2.3	R S A T	500 NA 1,000 300	1.5 ..... 3.0 1.0	500 NA 1,000 300	2.0 ..... 3.0 1.0	Climb to 2,000′ on E leg of low powered range which operates on req. only. *10 mi. minimum.
Monroe, La.: Selman Field, el. 79′	NE—Min. enroute alt E—1,500′ (Jack on range). W—Min. [illegible] W—1,500′ [illegible]	None	SW	10 mi—1,200′ E side SW leg 15 mi—1,200′ E side SW leg. 20 mi—1,200′ E side SW leg. 25 mi—1,200′ E side SW leg.	700′	25°	2.8	R S A T	500 500 1,000 300	1.5 1.0 3.0 1.0	500 500 1,000 300	1.5 1.5 3.0 1.0	Climb to 1,400′ on NE leg within 25 mi.

Station	Min. initial appr. alt. from the direction and radio fix indicated	Shuttle	Final appr. leg	Procedure turn min. alt. at distances from radio range station	Min. alt. over range final appr.	Stations airport		Ceiling and visibility minimums					If visual contact not established over airport at authorized landing minimums, or if landing not accomplished—
						Mag. bear.	Dist. (mi.)	Type	Day		Night		
									Ceil. (ft.)	Vis. (mi.)	Ceil. (ft.)	Vis. (mi.)	
Montpelier, Vt.: Barre-Montpelier Airport, el. 1,149'.						230°	2.8	R	1,400	2.0	1,400	3.0	(Being revised.)
								S	1,400	2.0	1,400	3.0	
								A	1,500	3.0	1,500	3.0	
								T	1,400	2.0	1,400	3.0	
Morgantown, W. Va.: Morgantown Airport, el. 1,256'.						173°	5.6	R	800	2.0	800	2.0	(Being revised.)
								A	1,000	3.0	1,000	3.0	
								T	400	1.0	400	1.0	
Mt. Shasta, Calif.	(No associated airport.)												
Mullan Pass, Mont.	(No associated airport.)												
Muroc, Calif.: Muroc AFF, el. 2,285'.						64°	2.2	R	700	2.0	700	2.0	Being revised.)
								S	700	1.0	700	2.0	
								A	1,000	3.0	1,000	3.0	
								T	300	1.0	300	1.0	
Muscle Shoals, Ala.:													
Muscle Shoals Airport, el. 545'.	N—2,600' (SW leg Nashville).	None	SE	10 mi.—1,800' N side SE leg	1,300'	282°	4.6	R	500	1.5	500	1.5	Climb to 2,000' on W course.
	SE—2,500' (N leg Birmingham).			15 mi.—1,800' N side SE leg.				S	500	1.0	500	1.5	
	S—Min. enroute alt.			20 mi.—1,800' N side SE leg.				A	1,000	3.0	1,000	3.0	
	W—2,000' (S leg Jacks Creek).			25 mi.—1,800' N side SE leg.				T	300	1.0	300	1.0	
Courtland Field, el. 588'	(Make let-down to Muscle Shoals Airport.	Fly contact from	Muscles	Shoal Airport to Courtland Field.)									
Muskegon, Mich.: Muskegon Co. Airport, el. 627'.	NE—Min. enroute alt	None	SE	10 mi.—1,800' N side SE leg	1,300'	317°	2.8	R	500	1.5	500	1.5	Climb to 1,900' on NW leg within 25 mi.
	SE—Min. enroute alt.			15 mi.—1,800' N side SE leg.				S	500	1.0	500	1.5	
	E—1,900' (Grand Rapids range).			20 mi.—1,800' N side SE leg.				A	1,000	3.0	1,000	3.0	
	SW—Min. enroute alt.			25 mi.—1,800' N side SE leg.				T	300	1.0	300	1.0	
	W—1,900' (Milwaukee range).												
	NW—Min. enroute alt.												
Myrtle Beach, S. C.: Myrtle Beach AFF, el. 24'.	E—Min. enroute alt	None	SW	10 mi.—1,200' N side SW leg	600'	69°	4.4	R	500	1.5	500	1.5	Climb to 1,500' on NE leg.
	S—Min. enroute alt.			15 mi.—1,200' N side SW leg.				S	500	1.0	500	1.5	
	SW—1,500' (N leg Charleston).			20 mi.—1,200' N side SW leg.				A	1,000	3.0	1,000	3.0	
	N—1,500' (SE leg Florence).			25 mi.—1,200' N side SW leg.				T	300	1.0	300	1.0	
Nashville, Tenn.: Berry Field, el. 606'.	NE—2,500' (NW leg Smithville).	None	NE	10 mi.—2,000' N side NE leg	1,200'	246°	2.6	R	500	1.5	500	1.5	Climb to 2,500' on SW course.
	NE—1,200' (Mt. Juliet FM) final.			15 mi.—2,500' N side NE leg.				S	500	1.0	500	1.5	
	SE—3,500' (S leg Smithville).			20 mi.—3,000' N side NE leg.				A	1,000	3.0	1,000	3.0	
	SE—2,500' (Walter Hill FM).			25 mi.—3,000' N side NE leg.				T	300	2.0	300	1.0	
	SW—2,500' (Jacks Creek range).												
	NW—2,000' (SW leg Bowling Green).												
Navasota, Tex.: CAA Int. Field, El. 331'.	NE—Min. enroute alt.	None	NW	10 mi.—1,600' W side NW leg	1,100'	180°	1.4						Climb to 1,400' on SE leg.
	SE—1,400' (N leg Richmond).			15 mi.—1,600' W side NW leg.									
	SW—1,500' (W leg Richmond).			20 mi.—1,600' W side NW leg.									
	NW—1,600' (Waco Range).			25 mi.—1,600' W side NW leg.									
Neah Bay, Wash.	(No associated airport.)												
Needles, Calif.: Needles Airport, el. 900'.					900'	195°	2.2	R	1,000	2.0	1,000	3.0	(Being revised.)
								A	1,000	2.0	1,000	3.0	
								T	1,000	2.0	1,000	3.0	
Newark, N. J.: Newark Airport, el. 18'	NE—2,500' (NW leg LaGuardia).	None	SW	10 mi.—1,400' S side SW leg	900'	58°	1.0	R	500	1.5	500	1.5	Turn left and climb to 3,000' on W leg. *Descent to cross Rng Stn at 600' may be started after passing Elizabeth LFM. If LFM not rec'd final appch alt. over range is 900'.
	SE—2,500' (SW leg LaGuardia).			15 mi.—1,400' S side SW leg.				S	500	1.0	500	1.5	
	SW—1,400' (E leg Allentown).			20 mi.—1,400' S side SW leg.				A	1,000	3.0	1,000	3.0	
	SW—*900' (Metuchen FM), final.			25 mi.—1,400' S side SW leg.				T	300	1.0	300	1.0	
	SW—600' (Elizabeth LFM), final.												
	W—3,000' (NE leg Allentown).												
New Hackensack, N. Y.	(No procedure approved.)												
Newhall, Calif.	(No procedure approved.)												
New Orleans, La.:													
Moisant International Airport, el. 3'.	NE—1,400' (Keesler range)	None	NE	10 mi.—1,400' N side NE leg	800'	271°	3.2	R	500	1.5	500	1.5	Climb to 1,500' on W leg.
	NE—800' (New Orleans FM), final.			15 mi.—1,400' N side NE leg.				S	500	1.0	500	1.5	
	S—Min. enroute alt.			20 mi.—1,400' N side NE leg				A	1,000	3.0	1,000	3.0	
	W—1,500' (Lake Charles range).			25 mi.—1,400' N side NE leg.				T	300	1.0	300	1.0	
	W—1,400' (LaPlace FM).												
	N—1,500' (Jackson range).												
	N—1,400' (Madisonville FM).												
New Orleans Airport, el. 8'	(Make let-down to Moisant International Airport.	Fly contact from	Moisant International Airport to New Orleans Airport.)										
New Orleans NAS, el. 7'	(Make let-down to Moisant International Airport.	Fly contact from	Moisant International Airport to New Orleans NAS.)										
New York, N. Y.:													
La Guardia Field, el. 19':													
Procedure No. 1	NE—1,500' (NE leg Newark	None	NE	10 mi.—1,500' N side NE leg	*1,000'	22.5°	3.2	R	600	1.5	600	1.5	Climb to 2,500' on SW course. *Descent to cross rng at 800' may be started only if New Rochelle FMH is received
	NE—1,000' (Port Chester FM), final.			15 mi.—1,500' N side NE leg				S	600	1.0	600	1.5	
	NE—*800' (New Rochelle FM), final.			20 mi.—1,500' N side NE leg				A	1,000	3.0	1,000	3.0	
	E—1,500' (NE leg Mitchel)			25 mi.—2,000' N side NE leg				T	300	1.0	300	1.0	
	SW—2,500' (SE leg Newark												
	NW—1,700' (S leg New Hackensack).												
Procedure No. 2	NE—1,500' (NE leg Newark)	None	SW	10 mi.—1,500' S side SW leg*	1,200' over ILS middle marker	42° from ILS middle marker	4.5	R	600	1.5	600	1.5	Climb 1,500 on NE leg. *Procedure turn dist are from ILS outer marker. City Engrg. Style Bldg. 1,200'—4 mi. NW of outer marker.
	E—1,500' (NE leg Mitchel).			15 mi.—1,500' S side SW leg				S	600	1.0	600	1.5	
	SW—2,500' (SE leg Newark			20 mi.—1,500' S side SW leg				A	1,000	3.0	1,000	3.0	
	SW—1,500' (SE leg Newark), final			25 mi.—1,500' S side SW leg				T	300	1.0	300	1.0	
	NW—1,700' (S leg New Hackensack).												
	NW—1,200' (Flatbush FM), final.												

Station	Min. auth. Appr. alt. from the direction and radio fix indicated	Shuttle	Final appr. leg	Procedure turn min. alt. at distances from radio range station	Min. alt. over range final appr.	Station to airport: Mag. bear.	Station to airport: Dist. (mi.)	Ceiling and visibility minimums: Type	Day: Ceil. (ft.)	Day: Vis. (mi.)	Night: Ceil. (ft.)	Night: Vis. (mi.)	If visual contact not established over airport at authorized landing minimums, or if landing not accomplished—
New York, N. Y.—Continued													
Flushing Airport, el. 4'	(Make let-down to La Guardia Field. Fly contact from La Guardia Field to Flushing Airport.)												
Floyd Bennett NAS, el. 17':													
Procedure No. 1	NE—2,500' (W leg Mitchell)	None	NW	10 mi.—2,300' S side NW leg	800'	122°	1.9	R	500	1.5	500	1.5	Climb to 1,500' on SE leg.
	SE—1,500' (SW leg Mitchel			15 mi.—2,300' S side NW leg.				S	500	1.0	500	1.0	
	SW—1,500' (E leg Philadelphia).			20 mi.—2,300' S side NW leg.				A	1,000	3.0	1,000	3.0	
	NW—2,300' (Newark range).			25 mi.—2,300' S side NW leg.				T	300	1.0	300	1.0	
	NW—800' (Newark range), final.												
Procedure No. 2	NE—2,500' (W leg Mitchel	None	SE	10 mi.—1,200' N side SE leg	650' over Rockaway LFM	302° from Rockaway LFM	2.2						Turn left and climb to 1,500' on SW leg.
	SE—1,500' (SW leg Mitchel).			15 mi.—1,200' N side SE leg.									
	SW—1,500' (E leg Philadelphia).			20 mi.—1,200' N side SE leg.									
	NW—2,300' (Newark range).			25 mi.—1,200' N side SE leg.									
Norfolk, Va.:													
Norfolk Airport (NW range), el. 22'	NE—1,300' (E leg Langley)	None	SW	10 mi.—1,300' S side SW leg	800'	44°	3.3	R	500	1.5	500	1.5	Climb to 1,300' on NE leg
	SE—Min. enroute alt.			15 mi.—1,300' S side SW leg.				S	500	1.0	500	1.5	
	SW—Min. enroute alt.			20 mi.—1,300' S side SW leg.				A	1,000	3.0	1,000	3.0	
	SW—800' (Deep Creek FM), final.			25 mi.—1,300' S side SW leg.				T	300	1.0	300	1.0	
	NW—1,300' (W leg Langley).												
Norfolk NAS (East) (NGU range), el. 15'.	N—1,300' (E leg Langley)	None	E	10 mi.—1,300' S side E leg	750'	276°	2.9	R	500	1.5	500	1.5	Climb to 1,300' on W leg.
	E—Min. enroute alt.			15 mi.—1,300' S side E leg.				S	500	1.0	500	1.5	
	S—Min. enroute alt.			20 mi.—1,300' S side E leg.				A	1,000	3.0	1,000	3.0	
	W—1,300' (SE leg Richmond).			25 mi.—1,300' S side E leg.				T	300	1.0	300	1.0	
Norfolk NAS (Chambers Field), el. 3'.	(Make let-down to Norfolk NAS. Fly contact from Norfolk NAS to Norfolk NAS (Chambers Field.)												
Willoughby Bay Seaplane Base, el. S. L.	(Make let-down to Norfolk NAS. Fly contact from Norfolk NAS to Willoughby Bay Seaplane Base.)												
North Platte, Nebr.: North Platte airport, el. 2,779'.	N—Min. enroute alt	None	S	10 mi.—4,100' W side S leg	3,600'	352°	2.2	R	500	1.5	500	1.5	Climb to 4,500' on N leg within 25 mi.
	E—4,000' (Grand Island range).			15 mi.—4,100' W side S leg				S	500	1.0	500	1.0	
	S—4,500' (E leg Hayes Center).			20 mi.—4,100' W side S leg.				A	1,000	3.0	1,000	3.0	
	W—5,000' (SE leg Scottsbluff).			25 mi.—4,100' W side S leg.				T	300	1.0	300	1.0	
	W—4,300' (N leg Hayes Center).												
Oakland, Calif.:													
Oakland Airport, el. 5'	NE—5,000' (Sacramento range)	On NW leg to 3,000' within 20 mi. On SE leg to 1,500' within 15 mi. Turns on W sides.	SE	10 mi.—1,500' W side SE leg	500'	199°	0.2	R	600	1.5	600	1.5	If contact not over rng, climb to 3,000' on NW leg, within 25 mi. High terrain 3,849' MSL, 5 mi. SE of NE leg, 17 mi. out and 2,187' MSL, 7 mi. NE of SE leg, 18 mi. out. 170' twr, 0.5 mi. NE of SE leg, 3 mi. out.
	NE—3,000' (Bay Point FM).			15 mi.—1,500' W side SE leg.				S	500	1.0	500	1.0	
	SE—6,000' (NE leg Salinas).			20 mi.—3,500' W side SE leg.				A	800	2.0	800	2.0	
	SE—3,500' (Evergreen FM).			25 mi.—3,500' W side SE leg.				T	300	1.0	300	1.0	
	SE—500' (Newark FM), final.												
	SW—3,000' (San Francisco range).												
	NW—3,000' (SW leg Fairfield-Suisun).												
Alameda NAS, el. 15'	(Make let-down to Oakland Range. Fly contact from Oakland Range to Alameda NAS.)												
Hayward Airport, el. 25'	(Make let-down to Oakland Airport. Fly contact from Oakland Airport to Hayward Airport.)												
Ogden, Utah	(No procedure approved.)												
Oklahoma City, Okla.:													
Will Rogers Field, el. 1,283':													
Procedure No. 1	N—3,000' (NW leg Tulsa)	None	W	10 mi.—2,500' S side W leg	2,000'	78°	1.6	R	500	1.5	500	1.5	Climb to 2,700' on E leg.
	E—2,700' (SW leg Tulsa).			15 mi.—2,500' S side W leg.				S	500	1.0	500	1.5	
	S—2,500' (N leg Fort Worth).			20 mi.—2,500' S side W leg.				A	1,000	3.0	1,000	3.0	
	W—3,000' (SE leg Gage).			25 mi.—2,500' S side W leg.				T	300	1.0	300	1.0	
	W—2,000' (Mustang FM), final.												
Procedure No. 2	N—3,000' (NW leg Tulsa)	None	E	10 mi.—2,700' N side E leg	2,200' over Okla. City LFM	258° from Okla. City LFM	3.2						Climb to 3,000' on W leg.
	E—2,700' (SW leg Tulsa).			15 mi.—2,700' N side E leg.									
	E—2,200' (Newalla FM), final.			20 mi.—2,700' N side E leg.									
	S—2,500' (N leg Fort Worth).			25 mi.—2,700' N side E leg.									
	W—3,000' (SE leg Gage).												
Tulakes Airport, el. 1,269'	(Make let-down to Will Rogers Field. Fly contact from Will Rogers Field to Tulakes Airport.)												
Country Club Airport, el. 1,250'	(Make let-down to Will Rogers Field. Fly contact from Will Rogers Field to Country Club Airport.)												
Nuckols Airport, el. 1,265'	(Make let-down to Will Rogers Field. Fly contact from Will Rogers Field to Nuckols Airport.)												
Olathe, Kans.:													
Olathe NAS, el. 1,085'	N-2,300' (SW leg Kansas City)	None	S	10 mi.—2,100' E side S leg	1,600'	352°	2.9	R	500	1.5	500	1.5	Climb to 2,300' on E leg.
	E—2,300' (SE leg Kansas City).			15 mi.—2,300' E side S leg.				S	500	1.0	500	1.5	
	S—Min. enroute alt.			20 mi.—2,300' E side S leg.				A	1,000	3.0	1,000	3.0	
	W—2,300' (SW leg Kansas City).			25 mi.—2,300' E side S leg.				T	300	1.0	300	1.0	
Gardner Airport, el. 1,070'	(Make let-down to Olathe NAS. Fly contact from Olathe NAS to Gardner Airport.)												
Omaha, Nebr.: Omaha Airport, el. 982'	E—2,500' (Des Moines range)	None	N	10 mi.—2,300' W side N leg	1,800'	140°	0.8	R	500	1.5	500	2.0	Climb to 2,500' on SE leg, 1,720' twr on W leg 4.5 mi. out.
	SE—2,500' (St. Joseph range).			15 mi.—2,500' W side N leg.				S	NA		NA		
	W—2,700' (N leg Lincoln).			20 mi.—2,500' W side N leg.				A	1,000	3.0	1,000	3.0	
	N—2,500' (Sioux City range).			25 mi.—2,500' W side N leg.				T	300	1.0	300	1.0	
	N—1,800' (Ft. Calhoun FM), final.												
Orlando, Fla.:													
Orlando Airport (AFB), el. 115'	NE—1,500' (N leg Melbourne)	None	NE	10 mi.—1,200' N side NE leg	700'	220°	3.4	R	500	1.5	500	1.5	Climb to 1,500' on SW leg within 25 mi.
	SE—1,500' (N leg Melbourne).			15 mi.—1,200' N side NE leg.				S	500	1.0	500	1.5	
	SW—Min. enroute alt.			20 mi.—1,200' N side NE leg.				A	1,000	3.0	1,000	3.0	
	NW—Min. enroute alt.			25 mi.—1,200' N side NE leg.				T	300	1.0	300	1.0	
Cannon Mills Airport, el. 105'	(Make let-down to Orlando Airport (AFB). Fly contact from Orlando Airport (AFB) to Cannon Mills Airport.)												
Herquist Airport, el. 97'	(Make let-down to Orlando Airport (AFB). Fly contact from Orlando Airport (AFB) to Herquist Airport.)												
Orlando Airport No. 2, el. 90'	(Make let-down to Orlando Airport (AFB). Fly contact from Orlando Airport (AFB) to Orlando Airport No. 2.)												

Station	Min. initial appr. alt. from the direction and radio fix indicated	Shuttle	Final appr. leg	Procedure turn run at distances from radio range station	Min. alt. over range final appr.	Course reversal		Ceiling and visibility minimums					If visual contact not established over airport at authorized landing minimums, or if landing not accomplished—
						Mag. bear.	Dist. (mi.)	Type	Day		Night		
									Ceil. (ft.)	Vis. (mi.)	Ceil. (ft.)	Vis. (mi.)	
Cutter, N. Mex.: CAA Int. Field, el. 4,526'.							74°	6.2	R	1,000	1.0	1,000	2.0	(Being revised.)
									A	1,000	3.0	1,000	3.0	
									T	300	1.0	300	2.0	
Palacios, Tex.: Palacios Airport, el. 13'.	NE—1,200' (SW leg Richmond).	None	NW	10 mi.—1,200' W side NW leg.	800'	118°	1.6	R	500	1.5	500	1.5	Climb to 1,200' on SE leg.
	SE—Min. enroute alt.			15 mi.—1,200' W side NW leg.				S	500	1.0	500	1.5	
	SW—1,400' (Corpus Christi range).			20 mi.—1,200' W side NW leg.				A	1,000	3.0	1,000	3.0	
	NW—Min. enroute alt.			25 mi.—1,200' W side NW leg.				T	300	1.0	300	1.0	
Palmdale, Calif.: Palmdale Airport, el. 2,549'.						216°	2.5	R	1,000	2.0	1,000	2.0	(Being revised.)
								A	1,000	2.0	1,000	2.0	
								T	500	1.0	500	2.0	
Patterson (Fairfield), Ohio:													
Patterson Field, el. 849'.	NE—1,500' (W leg Columbus).	None	S	10 mi.—2,500' E side S leg.	2,000'	32°	2.9	R	500	1.5	500	1.5	Climb to 2,500' on NE leg between Patterson rng and int. with W leg Columbus.
	E—2,500' (S leg Columbus).			15 mi.—2,500' E side S leg.				S	500	1.0	500	1.5	
	S—2,500' (Cincinnati range).			20 mi.—2,500' E side S leg.				A	1,000	3.0	1,000	3.0	
	W—2,500' (S leg Dayton).			25 mi.—2,500' E side S leg.				T	300	1.0	300	1.0	
Wright Field, el. 830'.	NE—2,200' (W leg Columbus).	None	L	10 mi.—2,200' N side E leg.	1,700'	280°	1.0						Turn left and climb to 2,200' on E leg.
	E—2,200' (NE leg Cincinnati).			15 mi.—2,200' N side E leg.									
	S—2,600' (NE leg Cincinnati).			20 mi.—2,200' N side E leg.									
	W—Min. enroute alt.			25 mi.—2,200' N side E leg.									
Patuxent River, Md.: Patuxent River, NAS, el. 38'.	NE—1,500' (SE leg Washington).	None	SW	10 mi.—1,500' S side SW leg.	1,000'	57°	4.4	R	500	1.5	500	1.5	Climb to 1,500' on NE leg.
	SE—1,500' (W leg Chesapeake).			15 mi.—1,500' S side SW leg.				S	500	1.0	500	1.5	
	SW—Min. enroute alt.			20 mi.—1,500' S side SW leg.				A	1,000	3.0	1,000	3.0	
	NW—1,500' (SE leg Washington).			25 mi.—1,500' S side SW leg.				T	300	1.0	300	1.0	
Pembina, N. Dak.: CAA Int. Field, el. 792'	N—1,900' (Winnipeg range).	None	S	10 mi.—1,900' E side S leg.	1,400'	350°	1.6	R	400	1.5	400	1.5	Climb to 1,900' on N leg.
	E—Min. enroute alt.			15 mi.—1,900' E side S leg.				A	1,000	3.0	1,000	3.0	
	S—1,900' (Grand Forks range).			20 mi.—1,900' E side S leg.				T	300	1.0	300	1.0	
	W—Min. enroute alt.			25 mi.—1,900' E side S leg.									
Pendleton, Oreg.: Pendleton Airport, el. 1,493'.	E—Min. enroute alt.	None	E	10 mi.—3,000' N side E leg.	2,500'	247°	2.3	R	600	1.5	600	1.5	Climb to 4,000' on W leg.
	E—2,500' (SW leg Walla Walla), final.			15 mi.—3,000' N side E leg.				S	NA		NA		
	SE—10,000' (Baker range).			20 mi.—NA N side E leg.				A	1,000	3.0	1,000	3.0	
	SE—6,000' (LaGrande FM).			25 mi.—NA N side E leg.				T	300	1.0	300	1.0	
	SE—4,000' (Cabbage Hill FM).												
	W—4,000' (The Dalles range).												
	NW—6,000' (Yakima range).												
	NW—4,000' (SE leg Yakima).												
Pensacola, Fla.:													
Pensacola Airport, el. 121'.	NE—1,300' (Crestview range).	None	S	10 mi.—1,100' E side S leg.	700'	340°	2.1	R	500	1.5	500	1.5	Climb to 1,300' on N leg within 20 mi.
	S—Min. enroute alt.			15 mi.—1,100' E side S leg.				S	500	1.0	500	1.5	
	SW—Min. enroute alt.			20 mi.—1,100' E side S leg.				A	1,000	3.0	1,000	3.0	
	N—1,300' (W leg Crestview).			25 mi.—1,100' E side S leg.				T	300	1.0	300	1.0	
Saufley NAAS, el. 85'.	(Make let-down to Pensacola Airport. Fly contact from Pensacola Airport to Saufley NAAS.)												
Corry NAS, el. 32'.	NE—1,300' (Crestview range).	None	NE	10 mi.—1,100' N side NE leg.	800'	244°	6.4	---	---	---	---	---	Maintain 800' for 4.5 mi. after passing range on final. Climb to 1,500' on SW leg.
	S—Min. enroute alt.			15 mi.—1,200' N side NE leg.									
	SW—Min. enroute alt.			20 mi.—1,200' N side NE leg.									
	N—1,300' (W leg Crestview).			25 mi.—1,300' N side NE leg.									
Peoria, Ill.: Peoria Airport, el. 659'.	N—2,000' (NE leg Burlington).	None	N	10 mi.—2,000' W side N leg.	1,500'	178°	2.2	R	500	2.0	500	2.0	Climb to 1,900' on S leg.
	E—2,000' (SW leg Joliet).			15 mi.—2,000' W side N leg.				S	NA		NA		
	S—1,900' (Springfield range).			20 mi.—2,000' W side N leg.				A	1,000	3.0	1,000	3.0	
	W—2,000' (S leg Moline).			25 mi.—2,000' W side N leg.				T	300	1.0	300	1.0	
Philadelphia, Pa.:													
Philadelphia SW Airport, el. 10' (PG range).	N—2,500' (Allentown range).	None	W	10 mi.—1,500' S side W leg.	800'	97°	3.0	R	500	1.5	500	1.5	Climb to 1,600' on E leg.
	E—1,600' (SE leg Philadelphia (NE)).			15 mi.—1,500' S side W leg.				S	500	1.0	500	1.5	
	S—1,500' (E leg New Castle).			20 mi.—1,500' S side W leg.				A	1,000	3.0	1,000	3.0	
	W—1,500' (NE leg Wilmington).			25 mi.—1,500' S side W leg.				T	300	1.0	300	1.0	
	W—800' (Bordentown FM), final.												
Philadelphia NE Airport, el. 120' (NE range).	NE—1,800' (E leg Allentown).	None	NE	10 mi.—1,500' E side NE leg.	800'	238°	2.9	R	500	1.5	500	1.5	Climb to 2,000' on SW leg.
	SE—2,000' (NE leg Philadelphia PG).			15 mi.—1,500' E side NE leg.				S	500	1.0	500	1.5	
	SW—1,600' (N leg Philadelphia PG).			20 mi.—1,500' E side NE leg.				A	1,000	3.0	1,000	3.0	
	NW—2,000' (N leg Philadelphia PG).			25 mi.—1,500' E side NE leg.				T	300	1.0	300	1.0	
Phillipsburg, Pa.: Black Moshannon Airport, el. 1,940'.	E—4,000' (S leg Williamsport).	None	NW	10 mi.—3,500' W side NW leg.	3,000'	169°	5.0	R	600	2.0	NA	---	Climb to 4,000' on S leg within 25 mi. 2,440' twr 3.5 mi. ENE of arpt.
	S—4,000' (E leg Altoona).			15 mi.—3,500' W side NW leg.				S	600	2.0	NA	---	
	W—Min. enroute alt.			20 mi.—3,500' W side NW leg.				A	1,000	3.0	NA	---	
	W—3,500' (Brookville MH).			25 mi.—3,500' W side NW leg.				T	500	1.0	NA	---	
	NW—Min. enroute alt.												
Phoenix, Ariz.:													
Sky Harbor Airport, el. 1,120'.						261°	1.9	R	600	1.5	600	1.5	(Being revised.)
								S	500	1.0	500	1.0	
								A	800	2.0	800	2.0	
								T	300	1.0	300	1.0	
Thunderbird Airport No. 1, el. 1,244	(Make let-down to Sky Harbor Airport. Fly contact from Sky Harbor Airport to Thunderbird Airport No. 1.)												
Pierre, S. Dak.: Pierre Airport, el. 1,742'.	N—3,200' (Bismarck range).	None	E	10 mi.—2,900' N side E leg.	*2,400'	249°	3.5	R	500	1.5	500	2.0	Climb to 3,500' on W leg within 25 mi. *If procedure turn made beyond 10 mi., the final appch alt is 2,600'.
	E—3,500' (SW leg Huron).			15 mi.—2,900' N side E leg.				S	500	1.0	500	2.0	
	S—Min. enroute alt.			20 mi.—2,900' N side E leg.				A	1,000	3.0	1,000	3.0	
	W—4,100' (Rapid City range).			25 mi.—2,900' N side E leg.				T	300	1.0	300	1.0	
	W—3,500' (Phillip MH).												

Station	Min. intersect. alt. from the direction and rad. fix indicated	Shuttle	Final appr. leg	Procedure turn min. alt. at distances from radio range station	Min. alt. over range final appr.	Station to airport		Ceiling and visibility minimums				If visual contact not established over airport at authorized landing minimums, or if landing not accomplished—
						Mag. bear.	Dist. (mi.)	Type	Day		Night	
									Ceil. (ft.)	Vis. (mi.)	Ceil. (ft.)	Vis. (mi.)
Pittsburgh, Pa.: Allegheny Co. Airport, el. 1,251'	E—4,500' (N leg Altoona). E—2,500' (New Alexandria FM). SE—4,500' (S leg Altoona). SE—2,500' (Mt. Pleasant FM). W—2,500' (SE leg Cleveland). W—2,000' (Cecil FM). final. NW—2,500' (S leg Youngstown).	None	W	10 mi.—2,500' S side W leg 15 mi.—2,500' S side W leg. 20 mi.—2,500' S side W leg. 25 mi.—2,500' S side W leg.	2,000'	85°	2.2	R S A T	500 500 1,000 300	1.5 1.0 3.0 1.0	500 500 1,000 300	1.5 1.0 3.0 1.0	Climb to 4,500' on E leg.
Pittsburgh-Bettis Airport, el. 1,250'	(Make let-down to Allegheny Co. Airport. Fly contact from Allegheny Co. Airport to Pittsburgh-Bettis Airport)							R A T	1,000 1,000 1,000	1.0 3.0 1.0	1,000 1,000 1,000	2.0 3.0 2.0	
Pocatello, Idaho: Pocatello Airport, el. 4,453'	N—5,500' (Dubois range) E—Min. enroute alt. S—11,000' (Malad City range). W—7,000' (N leg Burley).	None	W	10 mi.—6,500' N side W leg 15 mi.—6,500' N side W leg. 20 mi.—6,500' N side W leg. 25 mi.—6,500' N side W leg.	5,200'	56°	2.5	R S A T	600 NA 1,000 300	1.5 --- 3.0 1.0	600 NA 1,000 300	2.0 --- 3.0 1.0	Turn left and climb to 7,000' on W leg.
Pocatello AFB, el. 4,445'	(Make let-down to Pocatello Airport. Fly contact from Pocatello Airport to Pocatello AFB.)												
Pope (Fort Bragg), N. C.: Pope Field, el. 220'													(Being revised.)
Portland, Maine: Portland Airport, el. 60'.	NE—1,800' (Augusta range) SE—1,500' (NE leg Gremler). SW—2,000' (NE leg Gremler). NW—Min. enroute alt.	None	NW	10 mi.—1,500' W side NW leg. 15 mi.—2,500' W side NW leg. 20 mi.—2,500' W side NW leg. 25 mi.—3,000' W side NW leg.	1,000'	149°	2.2						Climb to 1,500' on SE leg.
Portland, Oreg.: Portland Airport, el. 19'.	N—5,000' (Toledo range). N—1,500' (Woodland FM), final. E—7,000' (The Dalles range). E—6,000' (Stevenson FM). E—4,000' (Washougal FM). S—5,000' (Eugene range). W—Min. enroute alt.	None	N	10 mi.—2,000' W side N leg. 15 mi.—2,000' W side N leg. 20 mi.—3,000' W side N leg. 25 mi.—4,000' W side N leg.	1,500'	171°	3.1	R S A T	600 NA 1,000 300	1.5 --- 3.0 1.0	700 NA 1,000 300	1.5 --- 3.0 1.0	Climb to 3,000' on S leg, or to 2,000' within 10 mi.
Prescott, Ariz.: Prescott Airport, el. 5,042'.	E—10,000' (Winslow range). SE—10,000' (Phoenix range). W—10,000' (Needles range). NW—Min. enroute alt.	None	NW	10 mi.—7,000' E side NW leg 15 mi.—8,000' E side NW leg. 20 mi.—8,000' E side NW leg. 25 mi.—8,000' E side NW leg.	6,500'	142°	5.5	R S A T	1,500 1,500 1,500 1,000	2.0 2.0 2.0 2.0	1,500 1,500 1,500 1,000	2.0 2.0 2.0 2.0	If not contact over rng. turn left and climb to 8,000' on NW leg within 26 mi.
Presque Isle, Maine: Presque Isle Presque Isle AAF, el. 529' (ZO) range.						189°	3.4	R S A T	600 500 1,000 400	1.5 1.0 3.0 1.0	600 500 1,000 400	1.5 1.5 3.0 1.0	(Being revised.)
Presque Isle AAF, el. 529' (RU range).						9°	3.6	R S A T	600 500 1,000 400	1.5 1.0 3.0 1.0	600 500 1,000 400	1.5 1.0 3.0 1.0	(Being revised.)
Providence, R. I.: Greene Airport, el. 53'.	N—1,600' (SW leg Boston). E—Min. enroute alt. SW—Min. enroute alt. W—1,700' (SW leg Boston).	None	SW	10 mi.—1,500' W side SW leg 15 mi.—1,500' W side SW leg. 20 mi.—1,500' W side SW leg. 25 mi.—1,500' W side SW leg.	800'	47°	3.2	R S A T	500 500 1,000 300	1.5 1.0 3.0 1.0	500 500 1,000 300	1.5 1.5 3.0 1.0	Climb to 1,600' on N leg.
Pueblo, Colo.: Pueblo Airport, el. 4,853'	N—8,000' (Colorado Springs range). E—8,000' (La Junta range). S—7,500' (Trinidad range). W—Min. enroute alt.	None	S	10 mi.—6,600' E side S leg 15 mi.—7,000' E side S leg. 20 mi.—7,000' E side S leg. 25 mi.—7,000' E side S leg.	†5,800'	340°	2.0	R S A T	500 500 1,000 400	1.5 1.0 3.0 1.0	500 500 1,000 400	2.0 2.0 3.0 1.0	Turn right and climb to 6,000' on E leg within 25 mi. *If etc not estab. at 6,000' prior to reaching rng, reverse course and climb to 6,000' on E leg prior to returning to stn. †If procedure turn accomplished beyond 10 mi., the alt. on final approach is 6,100'.
Pueblo AFB, el. 4,712'	N—8,000' (Colorado Springs range). E—8,000' (La Junta range). S—7,500' (Trinidad range). W—Min. enroute alt.	None	S	10 mi.—6,600' E side S leg 15 mi.—7,000' E side S leg. 20 mi.—7,000' E side S leg. 25 mi.—7,000' E side S leg.	7,000'	45°	9.0						If not contact over range,-D climb to 7,000' on E leg.
Pulaski, Va.: Loving Field, el. 2,209'						247°	2.1	R S A T	1,500 NA 2,000 1,000	2.0 --- 2.0 2.0	1,500 NA 2,000 1,000	2.0 --- 2.0 2.0	(Being revised.)
Quantico, Va.	(No procedure approved.)												
Quonset Point, R. I.: Quonset Point NAS, el. 11'	E—Min. enroute alt. SE—Min. enroute alt. W—1,500' (SW leg Providence). NW—1,500' (Providence range).	None	SE	10 mi.—1,500' E side SE leg. 15 mi.—1,500' E side SE leg. 20 mi.—1,500' E side SE leg. 25 mi.—1,500' E side SE leg.	800'	339°	2.2	R S A T	600 500 1,000 300	1.5 1.0 3.0 1.0	600 500 1,000 300	1.5 1.0 3.0 1.0	Climb to 1,500' on NW leg.
Raleigh, N. C.: Raleigh-Durham Airport, el. 435'.	NE—1,500' (SE leg Blackstone). SE—Min. enroute alt. SW—1,500' (NE leg Rose). S—[illegible]	None	SE	10 mi.—1,800' N side SE leg. 15 mi.—1,800' N side SE leg. 20 mi.—1,800' N side SE leg. 25 mi.—1,800' N side SE leg.	1,300'	299°	3.8	R S A T	500 500 1,000 300	1.5 1.0 3.0 1.0	500 500 1,000 300	1.5 1.5 3.0 1.0	Climb to 2,000' on NW leg within 25 mi.
[illegible]	[illegible] (Fly contact from Durham Airport to Raleigh Airport.)												

Station	Min. initial appr. alt. from the direction and radio fix indicated	Shuttle	Final appr. leg	Procedure turn min. alt. distances from radio range station	Min. alt. over range final appr.	Station to airport		Ceiling and visibility minimums						If visual contact not established over airport at authorized landing minimums, or if landing not accomplished—
						Mag. bear.	Dist. (mi.)		Day		Night			
									Ceil. (ft.)	Vis. (mi.)	Ceil. (ft.)	Vis. (mi.)		
Randolph (San Antonio), Tex.: Randolph Field, el. 761'.	NE—2,000' (S leg San Marcos). SE—Min. enroute alt. SW—2,100' (S leg Alamo). NW—2,500' (N leg Alamo).	None	SE	10 mi.—2,000' E side SE leg. 15 mi.—2,000' E side SE leg. 20 mi.—2,000' E side SE leg. 25 mi.—2,000' E side SE leg.	1,500'	322°	2.0	R S A T	500 500 1,000 300	1.5 1.0 3.0 1.0	500 500 1,000 300	1.5 1.5 3.0 1.0	Climb to 2,500' on NW leg.	
Rapid City, S. Dak.: Rapid City AFF, el. 3,242'.													(Being revised.)	
Red Bluff, Calif.: Bidwell Field, el. 354'	N—10,000' (Ft. Jones range). N—6,000' (W leg Whitmore). N—3,000' (Redding FM). E—Min. enroute alt. S—3,000' (Williams range). W—Min. enroute alt.	None	S	10 mi.—2,000' E side S leg. 15 mi.—2,000' E side S leg. 20 mi.—2,000' E side S leg. 25 mi.—2,000' E side S leg.	1,200'	323°	2.5	R S A T	600 600 1,000 300	1.5 1.0 3.0 1.0	600 600 1,000 300	1.5 1.0 3.0 1.0	Make 180° right turn and climb to 2,000' on S leg within 25 mi.	
Redmond, Oreg.: Roberts Field, el. 3,075'.	N—7,000' (The Dalles range). SE—Min. enroute alt. S—10,000' (Klamath Falls range). NW—Min. enrouted alt.	On N leg to 7,000'	NW	12 mi.—6,000' N side NW leg. 15 mi.—NA N side NW leg. 20 mi.—NA N side NW leg. 25 mi.—NA N side NW leg.	4,600'	101°	4.3	R S A T	700 NA 1,000 300	1.5 3.0 1.0	700 NA 1,000 300	1.5 3.0 1.0	Make right turn and climb to 10,000' on S leg within 30 mi. of range station.	
Reno, Nev.: Hubbard Field, el. 4,404'.	NE—11,000' (Humboldt range). NE—9,500' (Wadsworth FM). SW—12,000' (Donner Summit range). S—Min. en route alt. N—Min. en route alt.	On NE leg to 9,500' within 25 mi.	N	10 mi.—8,500' E side N leg. 15 mi.—8,500' E side N leg. 20 mi.—8,500' E side N leg. 25 mi.—9,000' E side N leg.	7,900'	161°	3.3	R S A T	2,500 2,500 2,500 1,000	3.0 3.0 3.0 3.0	2,500 2,500 2,500 1,000	3.0 3.0 3.0 3.0	Make immediate left turn and climb to 9,500' on N leg.	
Reno AFB, el. 5,046'.	(Make let-down to Hubbard Field. Fly contact from Hubbard Field to Reno AFB.)													
Reno Sky Ranch Airport, el. 4,528'.	(Make let-down to Hubbard Field. Fly contact from Hubbard Field to Reno Sky Ranch Airport.)													
Richmond, Tex.	(No associated airport.)													
Richmond, Va.: Byrd Field, el. 167'.	N—1,500' (SW leg Washington). SE—1,500' (W leg Langley). SW—1,500' (SE leg Blackstone). SW—700' (Chester FM) final. NW—3,000' (NE leg Lynchburg).	None	SW	10 mi.—1,500' E side SW leg. 15 mi.—1,500' E side SW leg. 20 mi.—1,500' E side SW leg. 25 mi.—1,500' E side SW leg.	700'	20°	2.0	R S A T	500 500 1,000 300	1.5 1.0 3.0 1.0	500 500 1,000 300	1.5 1.0 3.0 1.0	Climb to 1,500' on N. leg.	
Riverside, Calif.: March Field, el. 1,533'.						128°	2.9	R A T	1,500 1,500 1,000	2.0 2.0 1.0	1,500 1,500 1,000	2.0 2.0 2.0	(Being revised.)	
Arlington Airport, el. 765'.	(Make let-down to March Field. Fly contact from March Field to Arlington Airport.)													
Roanoke, Va.: Woodrum Field, el. 1,162'.						349°	1.8	R A T	2,500 2,500 1,000	2.0 2.0 2.0	2,500 2,500 1,000	2.0 2.0 2.0	(Being revised.)	
Rochester, Minn.: Rochester Airport, el. 1,040'.	N—2,400' (SE leg Minneapolis). E—2,500' (NW leg La Crosse). S—2,500' (SW leg La Crosse). W—Min. en route alt.	None	S	10 mi.—2,400' E side S leg. 15 mi.—2,500' E side S leg. 20 mi.—2,500' E side S leg. 25 mi.—2,500' E side S leg.	1,900'	350°	2.6	R S A T	600 500 1,000 300	1.5 1.0 3.0 1.5	600 600 1,000 300	2.0 1.5 3.0 1.5	Climb on N leg to 2,400'.	
Rochester, N. Y.: Rochester Airport, el. 560'.	N—2,000' (S leg Sterling). E—2,300' (W leg Syracuse). S—2,500' (NW leg Elmira). W—2,000' (NE leg Buffalo).	None	E	10 mi.—2,300' N side E leg. 15 mi.—2,300' N side E leg. 20 mi.—2,300' N side E leg. 25 mi.—2,300' N side E leg.	1,500'	298°	2.2	R S A T	600 600 1,000 300	1.5 1.5 3.0 1.0	600 600 1,000 300	2.0 2.0 3.0 1.0	Climb to 2,000' on W leg.	
Rockford, Ill.: Machesney Airport, el. 732'.	E—2,200' (NW leg Chicago). E—2,100' (W leg Chicago). W—2,200' (S leg Lone Rock). NW—2,200' (SW leg Madison).	None	W	10 mi.—2,000' E side W leg. 15 mi.—2,000' E side W leg. 20 mi.—2,000' E side W leg. 25 mi.—2,000' E side W leg.	1,540'	45°	1.7	R S A T	600 NA 1,000 300	1.5 3.0 1.0	600 NA 1,000 300	1.5 3.0 1.0	Climb to 2,200' on E leg.	
Beloit-South Beloit Airport, el. 772'.	(Make let-down to Machesney Airport. Fly contact from Machesney Airport to Beloit-South Beloit Airport.)													
Rock Springs, Wyo.: Rock Springs Airport, el. 6,751'.	N—Min. en route alt. E—10,000' (Sinclair range). E—8,500' (Point of Rocks FM) final. S—Min. en route alt. W—10,000' (Ft. Bridger range).	None	E	10 mi.—9,200' N side E leg. 15 mi.—9,200' N side E leg. 20 mi.—9,200' N side E leg. 25 mi.—9,200' N side E leg.	8,500'	240°	2.8	R S A T	500 500 1,000 300	1.5 1.0 3.0 1.0	500 500 1,000 300	2.0 2.0 3.0 1.0	Climb to 10,000' on W leg within 25 mi.	
Rodeo, N. Mex.	(No instrument let-downs authorized.)													
Romulus, Mich.: Detroit-Wayne Major Airport, el. 630'.	E—2,300' (Windsor range). SE—2,300' (E leg Toledo). SE—1,900' (SW leg Windsor). W—2,000' (SE leg Lansing). W—1,700' (Salina FM), final. N—2,200' (E leg Lansing). N—2,100' (Wayne FM).	None	W	10 mi.—1,900' S side W leg. 15 mi.—2,000' S side W leg. 20 mi.—2,000' S side W leg. 25 mi.—2,100' S side W leg.	1,500'	86°	2.8	R S A T	500 NA 1,000 300	1.5 3.0 1.0	500 NA 1,000 300	1.5 3.0 1.0	Proceed out right side of E leg climbing to 2,300'.	
Willow Run Airport, el. 715'.	(Make let-down to Detroit-Wayne Major Airport. Fly contact from Detroit-Wayne Major Airport to Willow Run Airport.)													
Roswell, N. Mex. Roswell AFF, el. 3,664'.						256°	3.6	R S A T	500 500 1,000 300	1.5 1.0 3.0 1.0	500 500 1,000 300	1.5 2.0 3.0 1.0	(Being revised.)	
Sacramento, Calif.: Sacramento Airport, el. 21'.						22°	1.7	R S A T	500 500 1,000 300	1.5 1.0 2.0 1.0	500 500 1,000 300	1.5 1.0 2.0 1.0	(Being revised.)	

Station	Min. safe altitude (alt. from the direction and radio fix indicated)	Shuttle	Final approach leg	Procedure turn data at distances from radio range station	Min. alt. over range final approach	Station to airport: Mag. bear.	Station to airport: Dist. (mi.)	Ceiling and visibility minimums: Type	Day: Ceil. (ft.)	Day: Vis. (mi.)	Night: Ceil. (ft.)	Night: Vis. (mi.)	If visual contact not established over airport at authorized landing minimums or if landing not accomplished
Sacramento, Calif.—Continued													
McClellan Field, el. 74'	(Make let-down to Sacramento Airport. Fly contact from Sacramento Airport to McClellan Field.)												
Mather Field, el. 91'	(Make let-down to Sacramento Airport. Fly contact from Sacramento Airport to Mather Field.)												
St. Joseph, Mo.: Rosecrans Field, el. 827'.	N—Min. en route alt.	None	S	10 mi.—2,100' W side S leg	1,600'	359°	3.7	R	700	1.5	700	1.5	Climb to 3,000' on N cor. within 25 mi.
	E—3,000' (NE leg Kansas City).			15 mi.—2,300' W side S leg.				S	500	1.0	500	1.5	
	S—3,000' (SW leg Kansas City).			20 mi.—2,100' W side S leg.				A	1,000	3.0	1,000	3.0	
	W—Min. en route alt.			25 mi.—2,100' W side S leg.				T	300	1.0	300	1.0	
St. Louis, Mo.: Lambert-St. Louis Airport, el. 552'.	N—Min. en route alt.	None	E	10 mi.—1,600' N side E leg	1,300'	256°	2.2	R	600	1.5	600	1.5	Climb to 2,000' on W leg.
	N—1,600' (Jerseyville FM).			15 mi.—1,600' N side E leg.				S	500	1.0	500	1.0	
	E—2,000' (Ellingham range).			20 mi.—1,600' N side E leg				A	1,000	3.0	1,000	3.0	
	E—1,300' (Spanish Lake FM), final			25 mi.—1,600' N side E leg				T	300	1.0	300	1.0	
	S—2,000' (SW leg Scott AFF).												
	W—2,000' (Columbia range).												
	W—1,600' (St. Peters FM).												
St. Paul, Minn.	(See Minneapolis, Minn.)												
Salinas, Calif.	(No instrument let-downs authorized.)												
Salt Flat, Tex.: CAA Int. Field, el. 3,710'.						162°	2.7	R	500	1.5	500	2.0	(Being revised.)
								S	500	1.0	500	2.0	
								A	1,000	3.0	1,000	3.0	
								T	300	1.0	300	2.0	
Salt Lake City, Utah:													
Salt Lake City Airport No. 1, el. 4,222'.						163°	2.9	R	800	2.0	800	2.0	(Being revised.)
								S	600	1.5	600	1.5	
								A	800	2.0	800	2.0	
								T	400	1.0	400	1.0	
Utah Central Airport, el. 4,240'.	(Make let-down to Salt Lake City Airport No. 1. Fly contact from Salt Lake City Airport No. 1 to Utah Central Airport.)												
San Angelo, Tex.:													
Goodfellow Field, el. 1,877'.	N—3,500' (E leg Big Spring).	None	S	10 mi.—3,100' E side S leg	2,600'	329°	2.5						Climb to 3,500' on N leg.
	E—3,000' (S leg Abilene).			15 mi.—3,500' E side S leg.									
	S—3,500' (NW leg San Antonio (ZN) range).			20 mi.—3,500' E side S leg									
	W—3,500' (SE leg Big Spring).			25 mi.—3,500' E side S leg.									
Mathis Field, el. 1,915'.	N—3,500' (E leg Big Spring).	None	E	10 mi.—3,000' N side E leg	2,500'	240°	6.5	R	500	1.5	500	1.5	Climb to 3,500' on W leg.
	E—3,000' (S leg Abilene).			15 mi.—3,000' N side E leg.				S	500	1.0	500	1.5	
	S—3,500' (NW leg San Antonio( )ZN range)			20 mi.—3,000' N side E leg.				A	1,000	3.0	1,000	3.0	
	W—3,500' (SE leg Big Spring).			25 mi.—3,000' N side E leg.				T	300	1.0	300	1.0	
San Antonio-Alamo Airport, (Alamo range), el. 800'.	N—2,500' (SW leg Austin).	None	N	10 mi.—2,500' W side N leg	*1,500'	174°	2.7	R	500	1.5	500	1.5	Climb to 2,200' on S leg. *If Yates MHW not rev'd, alt. over rng on final approach is 1,700'.
	N—*1,500' (Yates MHW) final.			15 mi.—2,500' W side N leg.				S	500	1.0	500	1.0	
	E—22,000' (NE leg Randolph).			20 mi.—2,500' W side N leg.				A	1,000	3.0	1,000	3.0	
	S—2,200' (SE leg San Antonio-Kelly).			25 mi.—2,500' W side N leg.				T	300	1.0	300	1.0	
	W—2,700' (NW leg San Antonio-Kelly).												
	W—2,200' (NE leg San Antonio-Kelly).												
Kelly Field (Kelly range), el. 675'.	NE—2,500' (SW leg Austin).	None	NW	10 mi.—2,500' W side NW leg	1,400'	107°	1.8	R	500	1.5	500	1.5	Climb to 2,000 on SE leg within 25 mi.
	SE—Min. enroute alt.			15 mi.—2,500' W side NW leg.				S	500	1.0	500	1.5	
	SW—Min. enroute alt.			20 mi.—3,000' W side NW leg.				A	1,000	3.0	1,000	3.0	
	NW—Min. enroute alt.			25 mi.—3,000' W side NW leg.				T	300	1.0	300	1.0	
Brooks Field, el. 594'.	(Make let-down to Kelly Field. Fly contact from Kelly Field to Brook Field.)												
San Diego, Calif.:													
Lindbergh Field, el. 14'.						139°	2.3	R	700	2.0	700	2.0	(Being revised.)
								S	600	2.0	600	2.0	
								A	1,000	3.0	1,000	3.0	
								T	300	1.0	300	1.0	
Ream NAAS, el. 23'.	(Make let-down to Lindbergh Field. Fly contact from Lindbergh Field to Ream NAAS.)												
San Francisco, Calif.:													
San Francisco Airport, el. 10'.						291°	3.6	R	600	2.0	600	2.0	(Being revised.)
								S	500	1.0	500	1.0	
								A	1,000	3.0	1,000	3.0	
								T	300	1.0	300	1.0	
Belmont Airport, el. 5'.	(Make let-down to San Francisco Airport. Fly contact from San Francisco Airport to Belmont Airport.)												
San Mateo Airport, el. 6'.	(Make let-down to San Francisco Airport. Fly contact from San Francisco Airport to San Mateo Airport.)												
San Marcos, Tex.: San Marcos AFF, el. 596'	N—3,000' (SW leg Austin).	None	N	10 mi.—2,000' E side N leg	1,500'	170°	4.2	R	500	1.5	500	1.5	Climb to 3,000' on S leg. Ctn. high terrain W side N leg.
	E—3,000' (SE leg Austin).			15 mi.—2,000' E side N leg.				S	500	1.0	500	1.5	
	S—3,000' (NE leg Randolph).			20 mi.—2,500' E side N leg.				A	1,000	3.0	1,000	3.0	
	W—3,000' (SW leg Austin).			25 mi.—2,500' E side N leg.				T	300	1.0	300	1.0	
Santa Ana, Calif.	(No procedure approved).												
Santa Barbara, Calif.: Santa Barbara Airport, el. 9'.	N—On top not over 3,500'.	None	W	10 mi.—1,500' S side W leg	700'	74°	2.2	R	700	2.0	700	2.0	If not etc over rng, turn right and climb to 3,500' on S leg. Initial approach must be on top, not to exceed 3,500'. 4,299' hills 6 mi. N or W leg. 10 mi. from range.
	E—On top not over 3,500'.			15 mi.—1,500' S side W leg.				S	NA		NA		
	S—On top not over 3,500'.			20 mi.—on top S side W leg.				A	1,000	3.0	1,000	3.0	
	W—On top not over 3,500'.			25 mi.—on top S side W leg.				T	300	1.0	300	1.0	
Sault Ste. Marie, Mich.:													
Sault Ste. Marie Airport, el. 706'	N—Min. enroute alt.	None	SE	10 mi.—2,000' E side SE leg	1,780'	315°	2.2	R	700	1.5	700	1.5	If not contact over range, climb to 2,000' on SW leg.
	E—Min. enroute alt.			15 mi.—2,000' E side SE leg				S	700	1.5	700	1.5	
	S—2,000' (Grand Marais range).			20 mi.—2,000' E side SE leg				A	1,000	3.0	1,000	3.0	
	W—2,400' (Grand Marais range).			25 mi.—2,000' E side SE leg				T	400	1.0	400	1.0	

Station	Min. initial appr. alt. from the direction and radio fix indicated	Shuttle	Final appr. leg	Procedure turn min. at distances from radio range station	Min. alt. over range final appr.	Station to airport		Ceiling and visibility minimums					If visual contact not established over airport at authorized landing minimums, or if landing not accomplished—
						Mag. bear.	Dist. (mi.)	Type	Day		Night		
									Ceil. (ft.)	Vis. (mi.)	Ceil. (ft.)	Vis. (mi.)	
Sault Ste. Marie, Mich.—Continued													
Sault Ste. Marie-Kinross Airport, el. 780'.	(Make let-down to Sault Ste. Marie range. Kinross Airport.)	Fly contact from Sault Ste.		Marie range to Sault Ste. Marie-	.....	209°	15.0	R	1,000	2.0	1,000	2.0	
								S	NA		NA		
								A	1,000	3.0	BCOB		
								T	300	1.0	300	1.0	
Savannah, Ga.:													
Hunter Field, el. 40'	NE—1,300' (Charleston range	None	SW	10 mi.—1,100' S side SW leg.	600'	51°	2.2	R	500	1.5	500	1.5	Climb to 1,300' on NE leg.
	SE—Min. enroute alt.			15 mi.—1,100' S side SW leg.				S	500	1.0	500	1.5	
	SW—Min. enroute alt.			20 mi.—1,100' S side SW leg.				A	1,000	3.0	1,000	3.0	
	SW—600' (Richmond Hill FM), final.			25 mi.—1,100' S side SW leg.				T	300	1.0	300	1.0	
	NW—1,300' (NE leg Alma).												
Chatham Field, el. 50'	(Make let-down to Hunter Field. Fly contact from Hunter Field to Chatham Field.)												
Scott (Belleville), Ill.: Scott Field, el. 447'.	NE—2,000' (NW leg Evansville)	None	SW	10 mi.—1,800' S side SW leg	1,200'	49°	2.2	R	500	1.5	500	1.5	Climb to 2,000' on NE leg.
	SE—Min. enroute alt.			15 mi.—2,000' S side SW leg.				S	500	1.0	500	1.0	
	SW—2,000' (S leg St. Louis).			20 mi.—2,000' S side SW leg.				A	1,000	3.0	1,000	3.0	
	NW—2,000' (NE leg St. Louis).			25 mi.—2,000' S side SW leg.				T	300	1.0	300	1.0	
Scottsbluff, Nebr.: Scottsbluff Airport, el. 3,945'.					.....	301°	3.1	R	500	1.5	500	2.0	(Being revised).
								S	500	1.0	500	2.0	
								A	1,000	3.0	1,000	3.0	
								T	300	1.0	300	1.0	
Seattle, Wash.:													
Boeing Airport, el. 15'					.....	296°	2.8	R	800	2.0	800	2.0	(Being revised.)
								A	1,000	3.0	1,000	3.0	
								T	300	1.0	300	1.0	
Seattle-Tacoma Airport, el. 405'	NE—Min. enroute alt	None	NW	10 mi.—1,500' W side NW leg	1,500'	193°	4.0	R	500	1.5	500	2.0	Climb to 1,500' on S leg within 15 mi.
	NE—3,000' (E leg Everett).			15 mi.—1,500' W side NW leg.				S	500	1.0	NA		
	E—8,000' (Ellensburg range).			20 mi.—NA.				A	1,000	3.0	1,000	3.0	
	E—7,000' (Easton FM).			25 mi.—NA.				T	300	1.0	300	1.0	
	E—5,000' (Hobart FM).												
	S—5,000' (Toledo range).												
	S—4,000' (SE leg McChord).												
	S—1,500' (Lakeview FM).												
	NW—6,000' (S leg Patricia Bay).												
	NW—2,000' (W leg Everett).												
Selfridge (Mount Clemens), Mich	(No procedure approved.)												
Sheridan, Wyo.: Sheridan County Airport, el. 4,021'.	NE—Min. enroute alt	None	SE	10 mi.—6,000' N side SE leg	*5,500'	298°	1.6	R	800	2.0	800	3.0	Climb to 8,000' on NW leg. *If Sheridan LFM visual and aural signals rcv'd, alt over range will be 5,000'.
	SE—7,000' (N leg Casper).			15 mi.—7,000' N side SE leg.				S	800	1.5	800	2.0	
	SE—5,500' (Cross FM).			20 mi.—7,000' N side SE leg.				A	1,000	3.0	1,000	3.0	
	SE—*5,000' (Sheridan FM), final.			25 mi.—7,000' N side SE leg.				T	500	1.0	500	2.0	
	SW—Min. enroute alt.												
	NW—8,000' (Billings range).												
Shreveport, La.: Shreveport Airport, el. 179'.	E—1,500' (NE leg Barksdale)	None	NW	10 mi.—1,700' W side NW leg	800'	146°	1.8	R	500	1.5	500	2.0	Climb to 1,500' on S leg.
	S—1,500' (SW leg Barksdale).			15 mi.—1,700' W side NW leg.				S	500	1.0	500	2.0	
	W—1,600' (NE leg Tyler).			20 mi.—1,700' W side NW leg.				A	1,000	3.0	1,000	3.0	
	NW—1,700' (W leg Texarkana).			25 mi.—1,700' W side NW leg.				T	300	1.0	300	1.0	
	NW—800' (Dixie FM) final.												
Silver Lake, Calif.: CAA Int. Field, el. 919'.	NE—10,500' (Las Vegas range)	None	NW	10 mi.—5,000' E side NW leg	4,000'	132°	1.9	R	3,000	3.0	3,000	3.0	If not contact over range, climb to 9,000' on SE leg. High terrain immediately W. of NW leg.
	SE—9,000' (E leg Daggett).			15 mi.—7,500' E side NW leg.				S	3,000	3.0	3,000	3.0	
	SW—6,000' (Daggett range).			20 mi.—7,500' E side NW leg.				A	3,000	3.0	3,000	3.0	
	NW—Min. enroute alt.			25 mi.—7,500' E side NW leg.				T	2,000	3.0	2,000	3.0	
Sinclair, Wyo.:													
Rawlins Airport, el. 6,780'	N—Min. enroute alt	None	E	10 mi.—*8,000' N side E leg	8,300'	255°	5.1	R	1,500	3.0	1,500	3.0	If not etc over range, climb to 10,000' on W leg. *Procedure turn must be accomplished within 10 mi. because of high terrain to the E.
	E—12,000' (NW leg Laramie).							S	1,500	3.0	1,500	3.0	
	S—Min. enroute alt.							A	1,500	3.0	1,500	3.0	
	W—10,000' (Rock Springs range).							T	500	1.0	500	2.0	
CAA Int. Field, el. 6,561'	N—Min. enroute alt	None	E	10 mi.—*8,000' N side E leg	8,100'	80°	1.7	R	1,500	3.0	1,500	3.0	If not etc over rng, climb to 10,000' on W leg. *Procedure turn must be accomplished within 10 mi. because of high terrain to the E.
	E—12,000' (NW leg Laramie).							S	1,500	3.0	1,500	3.0	
	S—Min. enroute alt.							A	1,500	3.0	1,500	3.0	
	W—10,000' (Rock Springs range).							T	500	1.0	500	2.0	
Sioux City, Iowa: Sioux City Airport, el. 1,097'.	N—2,600' (Sioux Falls range)	None	S	10 mi.—2,400' E side S leg	1,700'	337°	1.9	R	600	1.5	600	1.5	Climb to 2,600' on N leg. 1,400' terrain 4 mi. W of S leg.
	E—Min. enroute alt.			15 mi.—2,500' E side S leg.				S	500	1.0	500	1.0	
	S—2,500' (Omaha range).			20 mi.—2,500' E side S leg.				A	1,000	3.0	1,000	3.0	
	S—1,700' (Sloan FM), final.			25 mi.—2,500' E side S leg.				T	300	1.0	300	1.0	
	W—Min. enroute alt.												
Sioux Falls, S. Dak.: Sioux Falls Airport, el. 1,420'.	NE—3,000' (Minneapolis range)	None	NW	10 mi.—2,600' W side NW leg	2,100'	93°	2.2	R	500	1.5	500	1.5	Climb to 2,800' on NE leg within 25 mi.
	SE—2,600' (Sioux City range).			15 mi.—2,600' W side NW leg				S	500	1.0	500	1.5	
	SW—Min. enroute alt			20 mi.—2,800' W side NW leg.				A	1,000	3.0	1,000	3.0	
	NW—2,800' (Huron range).			25 mi.—2,800' W side NW leg.				T	300	1.0	300	1.0	
Smithville, Tenn.: CAA Int. Field, el. 1,073'.					.....	177°	1.4	R	800	2.0	800	2.0	(Being revised.)
								S					
								A	1,500	3.0	1,500	3.0	
								T	500	1.0	500	2.0	

Station	Min. initial appr. alt. from the direction and radio fix indicated	Shuttle	Final appr. leg	Procedure turn min. alt. distances from radio range station	Min. alt. over range final appr.	Station to airport		Ceiling and visibility minimums					If visual contact not established over airport at authorized landing minimums or if landing not accomplished
						Mag. hdgs.	Dist. mi.	Type	Day		Night		
									Ceil. (ft.)	Vis. (mi.)	Ceil. (ft.)	Vis. (mi.)	
Smoky Hill, Salina, Kans.													
Smoky Hill AFF, el. 1,289'	N—Min. enroute alt.	None	N	10 mi.—3,000' W side N leg	2,200'	170°	5.1	R	500	1.5	500	1.5	Climb to 3,000' on S leg.
	E—3,000' (SW leg Marshall).			15 mi.—3,000' W side N leg.				S	500	1.0	500	1.0	
	S—3,000' (NE leg Hutchinson).			20 mi.—3,000' W side N leg.				A	1,000	3.0	1,000	3.0	
	W—Min. enroute alt.			25 mi.—3,000' W side N leg.				T	300	1.0	300	1.0	
Salina Airport, el. 1,277'	(Make let-down to Smoky Hill AFF. Fly contact from Smoky Hill AF to Salina Airport.)												
South Bend, Ind.: Bendix Airport, el. 778'													
Procedure No. 1	N—2,000' (NE leg Chicago)	None	W	10 mi.—2,000' N side W leg	1,500'	75°	3.3	R	500	1.5	500	1.5	Climb to 2,100' on E leg.
	E—2,100' (N leg Goshen).			15 mi.—2,000' N side W leg.				S	500	1.0	500	1.5	
	E—2,000' (Notre Dame LFM).			20 mi.—2,000' N side W leg.				A	1,000	3.0	1,000	3.0	
	S—2,100' (W leg Goshen).			25 mi.—2,000' N side W leg				T	300	1.0	300	1.0	
	W—2,000' (SE leg Glenview).												
Procedure No. 2	N—2,000' (NE leg Chicago)	None	E	10 mi.—2,000' N side E leg	1,400' over Notre Dame LFM	255° from Notre Dame LFM	1.1						If both aural and visual signals of LFM not received, climb to 2,000' on W leg.
	E—2,100' (N leg Goshen).			15 mi.—2,000' N side E leg.									
	E—1,400' (N leg Goshen), Final.			20 mi.—2,000' N side E leg.									
	S—2,100' (W leg Goshen).			25 mi.—2,000' N side E leg.									
	W—2,000' (SE leg Glenview).												
Spartanburg, S. C.: Spartanburg Airport, el. 804'.	NE—3,000' (N leg Charlotte)	None	SW	10 mi.—2,000' S side SW leg	1,500'	58°	1.6	R	500	1.5	500	1.5	Climb to 3,000' on NE leg.
	SE—2,000' (W leg Columbia).			15 mi.—2,000' S side SW leg.				S	500	1.0	500	1.5	
	NE—2,200' (NW leg Columbia).			20 mi.—2,000' S side SW leg.				A	1,000	3.0	1,000	3.0	
	SW—2,500' (S leg Greenville)			25 mi.—2,000' S side SW leg.				T	300	1.0	300	1.0	
	NW—Min. en route alt												
Spokane, Wash.:													
Felts Field, el. 1,962'													(Being revised.)
Spokane AFF, el. 2,430'.	(Make let-down to Felts Field. Fly contact from Felts Field to Spokane AFF.)												
Calkins Air Terminal, el. 2,020'.	(Make let-down to Felts Field. Fly contact from Felts Field to Calkins Air Terminal.)												
Geiger Field, el. 2,372'.	(Make let-down to Felts Field. Fly contact from Felts Field to Geiger Field.)												
Springfield, Ill.: Capital Airport, el. 595'.	NE—2,000' (W leg Chanute)	None	SW	10 mi.—1,800' S side SW leg	1,300'	30°	5.3	R	700	2.0	700	2.0	Climb to 2,000' on NE leg.
	SE—2,000' (SW leg Chanute).			15 mi.—1,800' S side SW leg.				A	1,000	3.0	1,000	3.0	*Required for NE & SE rnwys due to 931' MSL twr 1.1 mi. E or arpt.
	SW—1,800' (N leg St. Louis).			20 mi.—1,800' S side SW leg.				T	300	1.0	300	1.0	
	NW—1,800' (N leg St. Louis).			25 mi.—1,800' S side SW leg.				*	400	2.0	400	2.0	
Springfield, Mo.: Springfield Airport, el. 1,269'.	NE—2,400' (Vichy range)	None	NW	10 mi.—2,400' W side NW leg	1,900'	134°	4.3	R	500	1.5	500	1.5	Climb to 3,000 on SE leg within 25 mi.
	SE—Min. en route alt.			15 mi.—2,400' W side NW leg.				S	500	1.0	500	1.5	
	SW—2,400' (S leg Joplin).			20 mi.—2,400' W side NW leg.				A	1,000	3.0	1,000	3.0	
	NW—2,500' (N leg Joplin).			25 mi.—2,400' W side NW leg.				T	300	1.0	300	1.0	
Squantum, Mass.: Squantum NAS, el. 10'.	NE—2,000' (E leg Boston)	None	SE	10 mi.—1,500' E side SE leg	1,000'	321°	3.7	R	500	1.5	500	1.5	Turn left and climb to 2,000' on SE leg within 25 mi.
	SE—Min. en route alt.			15 mi.—1,500' E side SE leg.				S	500	1.0	500	1.5	
	SE—2,000' (Brant Rock FM).			20 mi.—1,500' E side SE leg.				A	1,000	3.0	1,000	3.0	
	SW—3,000' (Providence range).			25 mi.—1,500' E side SE leg.				T	300	1.0	300	1.0	
	NW—2,000' (W leg Boston).												
Stewart (Newburgh), N. Y.	(No procedure approved.)												
Stockton, Calif.: Stockton Airport, el. 28'.	N—3,000' (SE leg Sacramento)	None	S	10 mi.—1,500' E side S leg	800'	285°	3.2	R	600	1.5	600	1.5	Climb to 2,000' on N. leg within 25 mi.
	E—2,500' (SE leg Sacramento).			15 mi.—1,500' E side S leg.				S	500	1.0	500	1.0	
	S—3,000' (W leg Fresno).			20 mi.—1,500' E side S leg.				A	1,000	3.0	1,000	3.0	
	W—5,000' (Oakland range).			25 mi.—1,500' E side S leg.				T	300	1.0	300	1.0	
Stuttgart, Ark.: Stuttgart Airport, el. 223'.	N—Min. en route alt.	None	N	10 mi.—1,500' W side N leg	1,300'	173°	4.5	R	500	1.5	500	1.5	Climb to 2,000' on S leg.
	E—2,000' (SW leg Memphis).			15 mi.—1,500' W side N leg.				S	500	1.0	500	1.5	
	S—2,000' (SE leg Little Rock).			20 mi.—1,500' W side N leg.				A	1,000	3.0	1,000	3.0	
	W—2,000' (Little Rock range).			25 mi.—1,500' W side N. leg.				T	300	1.0	300	1.0	
Superior, Mont.	(No instrument let-downs authorized.)												
Syracuse, N. Y.:													
Syracuse, Airport, el. 396'	N—2,000' (NW leg Utica)	None	N	10 mi.—1,600' W side N leg	1,200'	178°	2.2	R	700	2.0	700	2.0	Climb to 3,500' on S leg.
	E—1,800' (SW leg Utica).			15 mi.—1,600' W side N leg.				S	NA		NA		
	S—3,500' (SW leg Utica).			20 mi.—1,600' W side N leg.				A	1,000	3.0	1,000	3.0	
	W—2,300' (E leg Rochester).			25 mi.—1,600' W side N leg.				T	400	1.0	500	1.0	
Hancock Airport, el. 419'	N—2,000' (NW leg Utica)	None	W	10 mi.—2,000' S side W leg	1,500'	95°	7.4						Climb to 2,700' on E leg.
	E—1,900' (SW leg Utica).			15 mi.—2,000' S side W leg.									
	S—2,300' (SW leg Utica).			20 mi.—2,000' S side W leg.									
	W—2,300' (E leg Rochester).			25 mi.—2,000' S side W leg.									
Tallahassee, Fla.: Mabry Field, el. 70'	N—Min. en route alt.	None	NW	10 mi.—1,300' S side NW leg	700'	85°	2.7	R	500	1.5	500	1.5	Climb to 1,400' on E leg.
	E—1,400' (NW leg Cross City).			15 mi.—1,300' S side NW leg.				S	500	1.0	500	1.5	
	S—Min. en route alt.			20 mi.—1,300' S side NW leg.				A	1,000	3.0	1,000	3.0	
	NW—1,500' (E leg Crestview).			25 mi.—1,300' S side NW leg.				T	300	1.0	300	1.0	
Tampa, Fla.:													
Drew Field, el. 26'	NE—1,500' (Orlando range)	None	S	10 mi.—1,200' E side S leg	700'	339°	5.7	R	500	1.5	500	1.5	Climb to 1,500 on N leg.
	S—1,500' (NW leg Ft. Myers).			15 mi.—1,200' E side S leg.				S	500	1.0	500	1.0	
	SW—Min. en route alt			20 mi.—1,200' E side S leg.				A	1,000	3.0	1,000	3.0	
	N—1,500' (SE leg Cross City).			25 mi.—1,200' E side S leg.				T	400	1.0	400	1.0	
	N—1,300' (North Tampa FM).												
MacDill Field, el. 13'	NE—1,500' (Orlando range)	None	N	10 mi.—1,000' W side N leg	800'	210°	2.1						Climb to 1,500' on S leg.
	S—1,500' (NW leg Ft. Myers).			15 mi.—1,000' W side N leg.									
	SW—Min. en route alt.			20 mi.—1,000' W side N leg.									
	N—1,500' (SE leg Cross City).			25 mi.—1,000' W side N leg.									
Knight Airport, el. 8'	NE—1,500' (Orlando range)	None	SW	10 mi.—1,000' S side SW leg	700'	55°	2.7						Climb to 1,500' on NE leg.
	S—1,500' (NW leg Ft. Myers).			15 mi.—1,000' S side SW leg.									
	SW—Min. en route alt.			20 mi.—1,000' S side SW leg.									
	N—1,500' (SE leg Cross City).			25 mi.—1,000' S side SW leg.									

Station	Min. initial appr. alt. from the direction and radio fix indicated	Shuttle	Final appr. leg	Procedure turn min. at distances from radio range station	Min. alt. over range final appr.	Station to airport		Ceiling and visibility minimums					If visual contact not established over airport at authorized landing minimums, or if landing not accomplished—
						Mag. bear.	Dist. (mi.)	Type	Day		Night		
									Ceil. (ft.)	Vis. (mi.)	Ceil. (ft.)	Vis. (mi.)	
Terre Haute, Ind.:													
Hulman Airport, el. 585'	N—1,800' (SW leg La Fayette) E—2,000' (Indianapolis range). S—1,800' (Evansville range). W—1,800' (Effingham range).	None	W	10 mi.—1,800' S side W leg. 15 mi.—1,800' S side W leg. 20 mi.—1,800' S side W leg. 25 mi.—1,800' S side W leg.	1,300'	69°	5.8	R S A T	500 500 1,000 300	1.5 1.0 3.0 1.0	500 500 1,000 300	2.0 2.0 3.0 1.0	Climb to 2,000' on E leg.
Paul Cox Airport, el. 485'	N—1,800' (SW leg La Fayette) E—2,000' (Indianapolis range). S—1,800' (Evansville range). W—1,800' (Effingham range).	None	W	10 mi.—1,800' S side W leg. 15 mi.—1,800' S side W leg. 20 mi.—1,800' S side W leg. 25 mi.—1,800' S side W leg.	1,300'	182°	0	----	----	----	----	----	Climb to 1,800' on W leg.
Texarkana, Ark.: Texarkana Airport, el. 389'.	NE—1,500' (SW leg Little Rock) SE—Min. en route alt. W—1,600' (Sulphur Springs range). W—1,800' (NW leg Shreveport). NW—Min. en route alt.	None	NW	10 mi.—1,400' W side NW leg 15 mi.—1,400' W side NW leg. 20 mi.—1,400' W side NW leg. 25 mi.—1,400' W side NW leg.	900'	123°	2.2	R S A T	500 500 1,000 300	1.5 1.0 3.0 1.0	500 500 1,000 300	2.0 2.0 3.0 1.0	Climb to 1,500' on SE leg within 25 mi.
The Dalles, Oreg.: The Dalles Airport, el. 239'.	NE—8,000' (Yakima range) E—4,000' (Pendleton range). S—7,000' (Redmond range). W—7,000' (Portland range).	None	E	10 mi.—4,000' S side E leg. 15 mi.—4,000' S side E leg. 20 mi.—4,000' S side E leg. 25 mi.—4,000' S side E leg.	2,740'	251°	2.8	R S A T	2,500 NA 2,500 1,000	3.0 ... 3.0 1.0	2,500 NA 2,500 1,000	3.0 ... 3.0 2.0	Make immediate 180° left turn and climb to 4,000' on E leg within 15 mi. of range station.
Tillamook, Oreg.: Tillamook NAS, el. 35'.	----	----	----	----	----	123°	2.5	R A T	2,200 2,200 2,200	2.0 2.0 2.0	2,200 2,200 2,200	3.0 3.0 3.0	(Being revised.)
Tinker (Oklahoma City), Okla.	(No procedure authorized.)												(Being revised.)
Toledo, Ohio: Toledo Airport, el. 623'.	N—2,000' (SW leg Windsor) E—1,800' (S leg Romulus). S—Min. en route alt. S—1,300 (Bowling Green FM), final. W—2,000' (NE leg Ft. Wayne).	None	S	10 mi.—1,800' E side S leg. 15 mi.—1,800' S side E leg. 20 mi.—1,800' E side S leg. 25 mi.—1,800' E side S leg.	1,300'	10°	2.7	R S A T	500 500 1,000 300	1.5 1.0 3.0 1.0	500 500 1,000 300	1.5 1.5 3.0 1.0	Climb to 2,000' on N leg.
Toledo, Wash.: Toledo-Winlock Airport, el. 371'.	N—5,000' (Seattle range) E—Min. en route alt. S—5,000' (Portland range). W—Min. en route alt.	None	N	12 mi.—3,500' W side N leg. 15 mi.—NA. 20 mi.—NA. 25 mi.—NA.	1,880'	236°	2.8	R S A T	1,500 NA 1,500 300	2.0 ... 2.0 1.0	1,500 NA 1,500 300	2.0 ... 2.0 1.0	Turn right and climb to 3,500' on N leg within 12 mi. of range station, then continue to climb to 5,000'.
Tonopah, Nev.: Tonopah AFF, el. 5,426'.	----	----	----	----	----	168°	2.6	R A T	2,500 2,500 1,000	2.0 2.0 1.0	2,500 2,500 1,000	3.0 3.0 2.0	(Being revised.)
Topeka, Kans.:													
Topeka AFF, el. 1,078'													(Being revised.)
Philip Billard Airport, el. 879'	NE—2,400' (NW leg Kansas City) SE—2,400' (SW leg Kansas City) SW—2,400' (NW leg Lobo). NW—2,400' (NE leg Marshall).	None	SW	10 mi.—2,400' S side SW leg. 15 mi.—2,400' S side SW leg. 20 mi.—2,400' S side SW leg. 25 mi.—2,400' S side SW leg.	1,900'*	15°	12.1	R S A T	1,000 1,000 1,000 300	1.0 1.0 2.0 1.0	1,000 1,000 BCOB 300	1.0 1.0 ... 1.0	Climb to 2,400' on NE leg. *Cte must be made over rng and maintained to Phillip Billard Arpt. Weather bet rng and Arpt must be equal to or better than 1000-1.
Traverse City, Mich.: Traverse City Airport, el. 623'	NE—Min. en route alt SE—Min. en route alt. SW—Min. en route alt. NW—Min. en route alt.	None	SE	10 mi.—2,100' E side SE leg. 15 mi.—2,400' E side SE leg. 20 mi.—2,400' E side SE leg. 25 mi.—2,400' E side SE leg.	1,600'	319°	2.2	R S A T	500 500 1,000 300	1.5 1.0 3.0 1.0	500 500 1,000 300	1.5 1.5 3.0 1.0	Climb to 2,200' on NW leg within 25 mi.
Tri-City (Bristol), Tenn.: Tri-City Airport, el. 1,518'.	----	----	----	----	----	262°	3.3	R S A T	700 700 1,000 300	1.0 1.0 3.0 1.0	700 700 1,000 300	2.0 2.0 3.0 1.0	(Being revised.)
Trinidad, Colo.: Trinidad Airport, el. 5,756'.	----	----	----	----	----	170°	3.0	----	----	----	----	----	(Being revised.)
Tucson, Ariz.:													
Davis-Monthan Field, el. 2,692'													(Being revised.)
Tucson Airport, el. 2,595'	(Make let-down to Davis-Monthan Field. Fly contact from Davis-Monthan Field to Tucson Airport.)												
Tucumcari, N. Mex.: Tucumcari Airport, el. 4,094'.	N—Min. en route alt E—5,200' (Amarillo range). S—Min. en route alt. W—9,000' (Otto range). W—6,500' (SE leg Las Vegas).	None	W	10 mi.—6,000' S side W leg. 15 mi.—6,500' S side W leg. 20 mi.—6,500' S side W leg. 25 mi.—6,500' S side W leg.	5,500'	76°	2.2	R S A T	600 600 1,000 300	2.0 2.0 3.0 1.0	600 600 1,000 300	2.0 2.0 3.0 1.0	Climb to 5,200' on E leg.
Tulsa, Okla.: Tulsa Airport, el. 674'.	NE—2,200' (S leg Joplin) NE—1,500' (Verdigris River FM), final. SE—Min. en route alt. SW—2,200' (E leg Oklahoma City). SW—2,000' (Red Fork FM). NW—2,200' (S leg Wichita). NW—2,000' (Skiatook FM).	None	NE	10 mi.—2,000' N side NE leg. 15 mi.—2,000' N side NE leg. 20 mi.—2,000' N side NE leg. 25 mi.—2,000' N side NE leg.	1,500'	225°	1.0	R S A T	500 ... 1,000 300	1.5 ... 3.0 1.0	500 ... 1,000 300	1.5 ... 3.0 1.0	Climb to 2,200' on SW leg.
Tyler, Tex.: Pounds Field, el. 543'	NE—1,600' (W leg Shreveport) SE—Min. en route alt. SW—Min. en route alt. NW—1,600' (E leg Dallas).	None	NW	10 mi.—1,600' S side NW leg. 15 mi.—1,600' S side NW leg. 20 mi.—1,600' S side NW leg. 25 mi.—1,600' S side NW leg.	1,100'	124°	1.6	R S A T	500 ... 1,000 300	1.5 ... 3.0 1.0	500 ... 1,000 300	1.5 ... 3.0 1.0	Climb to 1,600' on SE leg within 25 mi.
Tyndall (Panama City), Fla.: Tyndall Field, el. 16'.	NE—1,400' (NW leg Tallahassee) SE—Min. en route alt. SW—Min. en route alt. NW—1,200' (E leg Eglin).	None	SE	10 mi.—1,100' E side SE leg. 15 mi.—1,100' E side SE leg. 20 mi.—1,100' E side SE leg. 25 mi.—1,100' E side SE leg.	660'	313°	2.8	R S A T	500 500 1,000 300	1.5 1.0 3.0 1.0	500 500 1,000 300	1.5 1.5 3.0 1.0	Climb to 1,200' on NW leg.

Station	Min initial appr. alt. from the direction and radio fix indicated	Shuttle	Final appr. leg	Procedure turn min. at distances from radio range station	Min alt. over range final appr.	Station to airport		Type	Ceiling and visibility minimums				If visual contact not established over airport at authorized landing minimums or if landing not accomplished—
						Mag. bear.	Dist. (mi.)		Day		Night		
									Ceil. (ft.)	(Vis. mi.)	Ceil. (ft.)	Vis. (mi.)	
Utica, N. Y.: Utica Airport, el. 525'						151°	3.0	R	1,000	1.0	1,000	2.0	(Being revised.)
								S					
								A	1,000	3.0	1,000	3.0	
								T	300	1.0	300	1.0	
Rome AFF, el. 487'						315°	2.8	R	1,000	1.0	1,000	2.0	(Being revised.)
								S					
								A	1,000	3.0	1,000	3.0	
								T	300	1.0	300	1.0	
Vichy, Mo.: Vichy AFF, el. 1,120'	NE—2,200' (W leg St. Louis)	None	SE	10 mi.—2,300' N side SE leg	1,800'	310°	2.7	R	500	1.5	500	1.5	Climb to 2,500' on NW leg.
	SE—3,000' (W leg Advance).			15 mi.—2,400' N side SE leg.				S	500	1.0	500	1.5	
	SW—2,400' (Springfield range).			20 mi.—2,300' N side SE leg.				A	1,000	3.0	1,000	3.0	
	NW—2,500' (S leg Columbia).			25 mi.—2,300' N side SE leg.				T	300	1.0	300	1.0	
Waco, Tex.: Waco Airport, el. 500'	N—1,900' (Dallas range).	None	S	10 mi.—1,600' E side S leg	1,400'	9°	2.6	R	500	1.5	500	1.5	Climb to 1,900' on N leg within 25 mi.
	SE—1,900' (Navasota range).			15 mi.—1,600' E side S leg.				S	500	1.0	500	1.5	
	S—2,000' (Austin range).			20 mi.—1,600' E side S leg.				A	1,000	3.0	1,000	3.0	
	NW—1,700' (S leg Ft. Worth).			25 mi.—1,600' E side S leg.				T	300	1.0	300	1.0	
Walla Walla, Wash.: Walla Walla AFF, el. 1205'.	NE—5,500' (Spokane range)	None	NE	10 mi.—3,000' W side NE leg	2,500'	192°	3.6	R	600	1.5	700	1.5	Climb to 5,000' on SW leg. within 20 mi of range station.
	SE—Min. en route alt.			15 mi.—3,500' W side NE leg.				S	NA		NA		
	SW—5,000' (E leg Pendleton).			20 mi.—3,500' W side NE leg.				A	1,000	3.0	1,000	3.0	
	NW—Min. en route alt.			25 mi.—3,500' W side NE leg.				T	300	1.0	300	1.0	
Martin Airport, el. 750'.	(Make let-down to Walla Walla AFF. Fly contact from Walla Walla AFF to Martin Airport.)												
Walnut Ridge, Ark.: Walnut Ridge AFF, el. 275'.	NE—2,000' (W leg Advance)	None	NE	10 mi.—1,500' W side NE leg	900'	174°	5.0	R	500	1.5	NA		Climb to 2,000' on SW leg.
	E—2,000' (N leg Memphis).			15 mi.—1,500' W side NE leg.				S	500	1.0	NA		
	SW—Min. en route alt.			20 mi.—1,500' W side NE leg.				A	1,000	3.0	NA		
	W—Min. en route alt.			25 mi.—1,500' W side NE leg.				T	300	1.0	NA		
Washington, D. C.: Anacostia NAS, el. 10'	NE—1,800' (W leg Baltimore)	None	SW	10 mi.—1,500' E side SW leg	1,000'	°41°	2.2						°Hills with obsts approx. 350' immediately E. Proceed out NE leg from rng stn (41°); if not etc 2 mi. from rng stn, assume missed approach. †Descent to cross rng at 700' may be started after passing Alexandria LFM. If LFM not revd final appch alt. over rng is 1,000'.
	SE—1,500' (S leg Baltimore).			15 mi.—1,500' E side SW leg.									
	SW—1,500' (N leg Richmond).			20 mi.—1,500' E side SW leg.									
	SW—1,000' (Mt. Vernon FM).			25 mi.—1,500' E side SW leg.									
	SW—700' (Alexandria LFM), final.†												
	NW—1,800' (E leg Front Royal).												
Bolling Field, el. 20'	NE—1,800' (W leg Baltimore)	None	SW	10 mi.—1,500' E side SW leg	1,000'	°32°	1.2						°Hills with obsts approx. 350' immediately E. Proceed out NE leg from rng (41°); if not etc 2 mi. from rng assume missed appch. †Descent to cross rng at 700 may be started after passing Alexandria LFM. If LFM not revd final approach alt over rng on final approach is 1,000'. Climb to 1,500' on NE leg.
	SE—1,500' (S leg Baltimore).			15 mi.—1,500' E side SW leg.									
	SW—1,500' (N leg Richmond).			20 mi.—1,500' E side SW leg.									
	SW—1,000' (Mt. Vernon FM).			25 mi.—1,500' E side SW leg.									
	SW—700' (Alexandria LFM), final.†												
	NW—1,800' (E leg Front Royal).												
Washington National Airport, el. 17'.	NE—1,800' (W leg Baltimore)	None	SW	10 mi.—1,500' E side SW leg	1,000'	25°	0.9	R	500	1.5	500	1.5	Climb to 1,500' on NE leg
	SE—1,500' (S leg Baltimore).			15 mi.—1,500' E side SW leg.				S					°Descent to cross rng station at 700' may be started after passing LFM. If LFM not revd final approach alt over range is 1,000'.
	SW—1,500' (N leg Richmond).			20 mi.—1,500' E side SW leg.				A	1,000	3.0	1,000	3.0	
	SW—1,000' (Mt. Vernon FM).			25 mi.—1,500' E side SW leg.				T	300	1.0	300	1.0	
	SW—700' (Alexandria LFM), final.°												
	NW—1,800' (E leg Front Royal).												
Watertown, S. Dak.: Watertown Airport, el. 1,746'.	N—Min. en route alt	None	E	10 mi.—2,900' N side E leg	2,400'	250°	2.8	R	500	1.5	500	1.5	Climb to 3,000' on W leg within 25 mi.
	E—3,200' (Willmar range).			15 mi.—3,200' N side E leg.				S	500	1.0	500	1.5	
	S—Min. en route alt.			20 mi.—3,200' N side E leg.				A	1,000	3.0	1,000	3.0	
	W—Min. en route alt.			25 mi.—3,200' N side E leg.				T	300	1.0	300	1.0	
Weeksville, N. C.: Elizabeth City CGAS, el. 10'.	NE—Min. en route alt	None	SE	10 mi.—1,000' N side SE leg	600'	319°	2.8	R	500	1.5	500	2.0	Climb to 1,200' on NW leg within 25 mi.
	NE—1,200' (Aydlette FM).			15 mi.—1,000' N side SE leg.				S	500	1.0	500	1.2	
	SE—Min. en route alt.			20 mi.—1,000' N side SE leg.				A	1,000	3.0	1,000	3.0	
	SE—1,000' (Manteo FM).			25 mi.—1,000' N side SE leg.				T	300	1.0	300	1.0	
	SW—Min. en route alt.												
	SW—1,200' (Edenton FM).												
	NW—Min. en route alt.												
	NW—1,200' (South Mills FM).												
Wendover, Utah: Wendover Field, el. 4,240'													(Being revised.)
Westfield, Mass.: Barnes Airport, el. 268'	N—3,000' (W leg Boston)	None	S	10 mi.—2,500' E side S leg	1,800'	27°	1.7	R	1,000	2.0	1,000	2.0	Climb to 3,000' on N leg.
	E—2,500' (NE leg Hartford).			15 mi.—2,500' E side S leg.				S	NA		NA		
	S—2,500' (NW leg Hartford).			20 mi.—2,500' E side S leg.				A	1,500	3.0	1,500	3.0	
	NW—4,000' (Albany range).			25 mi.—2,500' E side S leg.				T	700	1.0	700	2.0	
Westover (Chicopee Falls, Mass. Westover Field), el. 216'.						239°	2.7	R	500	1.5	500	2.0	(Being revised.)
								S	500	1.0	500	2.0	
								A	1,000	3.0	1,000	3.0	
								T	300	1.0	300	1.0	

Station	Min. initial approach alt. from the direction and radio fix indicated	Shuttle	Final appr. leg	Procedure turn min. alt. at distances from radio range station	Min. alt. over range final appr.	Max. bear.	Dist. (mi.)	Type	Day Ceil. (ft.)	Day Vis. (mi.)	Night Ceil. (ft.)	Night Vis. (mi.)	If visual contact not established over airport at authorized landing minimums, or if landing not accomplished—
West Palm Beach, Fla.: Palm Beach International Airport el. 18'.	N—1,500' (SE leg Melbourne) E—Min. enroute alt. S—1,500' (Miami range). W—Min. enroute alt.	None	W	10 mi—1,200' S side W leg 15 mi—1,200' S side W leg. 20 mi—1,200' S side W leg. 25 mi—1,200' S side W leg.	600'	89°	2.4	R S A T	500 400 1,000 300	1.5 1.0 3.0 1.0	500 500 1,000 300	1.5 1.5 3.0 1.0	Climb to minimum en route altitude on E leg.
Whidbey Island, Wash.: Oak Harbor NAS, el. S. L. Whidbey Island NAS, el. 17'.						125° 360°	3.7 3.3	R S A T	800 800 1,000 300	1.5 1.0 3.0 1.0	800 800 1,000 300	2.0 2.0 3.0 1.0	(Being revised.) (Being revised.)
Whitehall, Mont.: CAA Int. Field, el. 4,665'.	N—10,500' (Helena range) E—9,000' (Bozeman range). N—9,000' (Whitetail FM). S—10,500' (Dillon range). NW—10,000' (S leg Butte).	None	E	10 mi—8,900' N side E leg 15 mi—8,900' N side E leg. 20 mi—8,900' N side E leg. 25 mi—8,900' N side E leg.	7,000'	183°	2.3	R S A T	2,700 NA 2,000 1,500	2.0 ... 2.0 1.0	2,000 NA 2,000 1,500	2.0 ... 2.0 1.0	Turn left and return to range station, then climb to 9,000' on E leg within 25 mi.
Whiting (Milton), Fla.: Whiting Field NAS-North, el. 200'	NE—1,200' (N leg Crestview) SE—1,200 (NE leg Pensacola). SW—1,200' (N leg Pensacola). NW—1,200' (N leg Pensacola).	None	NW	10 mi—1,200' S side NW leg 15 mi—1,200' S side NW leg. 20 mi—1,200' S side NW leg. 25 mi—1,200' S side NW leg.	700'	130°	3.2	R S A T	700 500 1,000 300	1.5 1.0 3.0 1.0	500 500 1,000 300	1.5 1.5 3.0 1.0	Climb to 1,200' on SE leg.
Whitmore, Calif.: (No associated airport.)													
Wichita, Kans.: Wichita Airport, el. 1,372'.	NE—2,800' (W leg Chanute) S—2,500' (NW leg Tulsa). SW—3,000' (S leg Hutchinson). SW—2,600' (Viola FM). N—2,800' (E leg Hutchinson). N—2,300' (Kechi FM), final	None	N	10 mi—2,800' W side N leg 15 mi—2,800' W side S leg 20 mi—2,800' W side S leg 25 mi—2,800' W side N leg	2,300'	167°	1.3	R S A T	500 500 1,000 300	1.5 1.0 3.0 1.0	500 500 1,000 300	1.5 1.5 3.0 1.0	Climb to 2,500' on S leg.
Wichita Falls, Tex.: Wichita Airport, el. 1, 029'.	NE—2,300' (S leg Oklahoma City) SE—2,300' (N leg Ft Worth). SW—3,000' (Abilene range NW—3,900' (Clarendon range NW—2,500' (NE (visual) leg Childress VHF range)	None	SE	10 mi—2,300' E side SE leg 15 mi—2,300' E side SE leg. 20 mi—2,300' E side SE leg. 25 mi—2,300' E side SE leg.	1,700'	305°	1.7	R S A T	500 700 1,000 300	1.5 1.0 3.0 1.0	500 700 1,000 300	1.5 1.5 3.0 1.0	Climb to 2,500' on NW leg within 25 mi.
Wilkes-Barre, Pa.: Wilkes-Barre-Scranton Airport, el. 950' Wyoming Valley Airport, el. 546'.	E—3,400' (NW leg LaGuardia) S—2,500' (W leg Allentown). SW—4,100' (E leg Williamsport. N—3,300' (SE leg Elmira).	None	SW	10 mi—3,100' S side SW leg 15 mi—3,100' S side SW leg. 20 mi—3,100' S side SW leg. 25 mi—3,100' S side SW leg.	2,600'	91°	1.0	R S A T	1,500 NA 1,500 1,000	2.0 ... 3.0 1.0	NA NA NA NA	... ...	Make climbing left turn and climb to 3,100' on SW leg.
						245°	2.6	R A T	1,500 1,500 1,000	2.0 3.0 1.0	NA AN NA	... ...	(Being revised.)
Williams, Calif.: CAA Int. Field el. 140'.						244°	2.2	R A T	600 800 300	1.0 2.0 1.0	600 800 300	1.0 2.0 1.0	(Being revised.)
Williamsport, Pa.: Williamsport Airport, el. 529'.						281°	7.0	R A T	1,000 2,000 1,000	2.0 3.0 2.0	NA NA NA	... ...	(Being revised.)
Willmar, Minn.: Willmar Airport, el. 1,140	N—2,400' (SE leg Alexandria E—2,300' (NW leg Minneapolis S—2,300' (NE leg Sioux Falls W—2,300' (W leg Minneapolis	None	S	10 mi—2,300' E side S leg 15 mi—2,300' E side S leg. 20 mi—2,300' E side S leg. 25 mi—2,300' E side S leg.	1,800'	45°	3.3	R S A T	600 600 1,000 300	1.5 1.0 3.0 1.0	600 600 1,000 300	2.0 2.0 3.0 1.0	Climb to 2,400' on N leg.
Willow Grove, Pa.: Willow Grove NAS, el. 360'	NE—2,000' (NW leg Lancaster) SE—2,000' (NE leg Philadelphia) SW—2,000' (N leg Philadelphia) NW—2,000' (SW leg Allentown)	None	NE	10 mi—1,900' S side NE leg 15 mi—1,900' S side NE leg. 20 mi—1,900' S side NE leg. 25 mi—1,900' S side NE leg.	1,000'	41°	3.3	R S A T	500 500 1,000 300	1.5 1.5 3.0 1.0	500 600 1,000 300	1.5 1.5 3.0 1.0	Climb to 2,000' on SW leg and else.
Wilmington, Del.: New Castle Co Airport, el. 80'	N—2,000' (W leg Philadelphia) E—1,500' (S leg Philadelphia) S—1,500' (SW leg Millville) W—2,000' (W leg Philadelphia)	None	S	10 mi—1,500' E side S leg 15 mi—1,500' E side S leg. 20 mi—1,500' E side S leg. 25 mi—1,500' E side S leg.	1,100'	1.0	2.8	R S A T	500 500 1,000 300	1.5 1.5 3.0 1.0	500 500 1,000 300	1.5 1.5 3.0 1.0	Climb to 1,500' on S leg.
Winchester, Va.: Dotson City Airport, el. [illegible]	NE—1,700' (SE leg Martinsburg) SE—1,800' (Cleveland range Salem). SW—2,400' (SE leg Romulus) NW—2,300' (NW leg Selbridge). SW—1,800' (E leg Romulus).	None	SE	10 mi—1,800' E side SE leg 15 mi—1,800' E side SE leg. 20 mi—1,800' E side SE leg. 25 mi—1,800' E side SE leg.	1,400'	320°	3.0	R S A T	1,000 1,000 1,000 500	1.0 3.0 3.0 1.0	1,000 1,000 1,000 500	1.0 3.0 3.0 1.0	If contact not established over range station proceed out NW leg, climbing to 2,300', 993' tank on airport, 1,417' radio towers on SW leg 10 mi out.
Wink, Tex.: Wink Airport, el. 2,824'						47°	1.2	R A T	500 1,000 300	1.5 3.0 1.0	500 1,000 300	1.5 3.0 1.0	(Being revised.)
Winslow, Ariz.: Winslow Airport, el. 4,[illegible]						190°	1.7	R A T	500 1,000 400	2.0 3.0 1.0	500 1,000 400	2.0 3.0 1.0	(Being revised).
Winston-Salem, N. C.: Smith Reynolds Airport, el. [illegible]						328°	5.1						(Being revised).
Yakima, Wash.: Yakima Co Airport, el. 1,077'.	NE—6,000' (E leg Ellensburg) [illegible]	None	SE	10 mi—4,000' S side SE leg 15 mi—4,000' S side SE leg. 20 mi—4,000' S side SE leg. 25 mi—4,000' S side SE leg.	3,000'	267°	4.7	R S A T	800 800 1,000 400	2.0 2.0 3.0 2.0	1,000 1,000 1,000 400	2.0 2.0 3.0 2.0	Turn right and climb to 4,000' on NW leg within 10 mi of range station, make [illegible] turn on N side NW leg.

Station	Min. initial appr. alt. from the direction and radio fix indicated	Shuttle	Final appr. leg	Procedure turn min. at distances from radio range station	Min. alt. over range final appr.	Station to airport		Ceiling and visibility minimums					If visual contact not established over airport at authorized landing minimums, or if landing not accomplished—
						Mag. bear.	Dist. (mi.)	Type	Day		Night		
									Ceil. (ft.)	Vis. (mi.)	Ceil. (ft.)	Vis. (mi.)	
Youngstown, Ohio: Youngstown Airport, el. 1,178'.	N—2,200' (SW leg Erie). E—2,200' (S leg Erie). S—2,500' (NW leg Pittsburgh). W—2,200' (NE leg Akron).	None	N	10 mi.—2,200' W side N leg. 15 mi.—2,200' W side N leg. 20 mi.—2,200' W side N leg. 25 mi.—2,200' W side N leg.	2,000'	185°	3.4	R S A T	500 500 1,000 300	1.5 1.0 3.0 1.0	500 500 1,000 300	1.5 1.5 3.0 1.0	Climb to 2,500' on S leg.
Yuma, Ariz.: Yuma Co. Airport, el. 213'.	N—5,000' (Blythe range station). E—4,000' (Gila Bend range station). S—Minimum en route altitude. W—3,000' (El Centro range station).	None	N	10 mi.—3,000' E side N leg. 15 mi.—3,000' E side N leg. 20 mi.—3,000' E side N leg. 25 mi.—3,000' E side N leg.	2,500'	165°	5.8	R S A T	600 600 1,000 300	1.5 1.0 3.0 1.0	600 600 1,000 300	2.0 2.0 3.0 1.0	Climb to 3,500' on S leg within 20 mi. of range. If position not certain climb to emerg. alt. of 6,000'.

(b) *Instrument landing systems.*

Initial approach to ILS shall be made on following ranges	Transition to ILS					Final ILS app. leg inbound: outbound	Procedure turn min. on ILS	Min. alt. at glide path interception	Glide path alt. over markers		Dist. from middle mrkr. to app. end of rnwy.	Minimums			If visual contact not established at authorized landing minimums, or if landings not accomplished—
	From—	To—	Mag. CRS (degs.)	Dist. (mi.)	Min. alt. (ft.)				Outer	Middle		Type	Ceil.	Vis.	
Albuquerque, N. Mex.: Kirtland Airport, el. 5,380' (110.3 mes).	Albuquerque Range Peralta FM	Peralta FM Outer marker	170 350	11.5 10.3	8,000 6,300	349° S 169° S	8,000' W side S leg	8,000'	6,300'	5,540'	3,529'	R S	500' 400'	2.0 ¾	Climb to 10,000' on W leg.
Amarillo, Tex.: English Field, el. 3,604' (110.3 mes.)	Amarillo range Amarillo FM Int. S leg Amarillo range and SW leg ILS.	NE leg ILS NE leg ILS Outer marker	77 257 29	2.5 2.4 10.4	4,700 4,700 4,700	209° NE 209° NE 29° NE	4,700' N side NE leg	4,700'	4,700'	3,810'	3,314'	R S	500' 400'	1.5 ¾	Climb to 5,000' on S leg.
Atlanta, Ga.: Atlanta Airport, el. 1,005' (109.9 mes).	Int. Atlanta range and SE leg ILS.	Outer marker	149	2.5	2,100	320° SE	2,100' E side SE leg	2,100'	2,000'	1,200'	3,696'	R S	500' 400'	1.5 ¾	Climb to 3,000' on NW leg.
Austin, Tex.: Mueller Airport, el. 620' (109.5 mes).	Jonesboro FM Austin range Int. SE leg Austin and W leg Richmond.	SE leg ILS NW leg ILS SE leg ILS	284 At range 287	3.8 22.0	2,100 2,100 2,100	149° SE 305° SE 125° SE	2,100' E side SE leg	2,100'	2,040'	820'	3,683'	R S	500' 400'	1.5 1.0	Climb to 2,500' on NW leg of Austin within 25 mi.
Brownsville, Tex.: International Airport, el. 22' (110.3 mes).	Brownsville range Los Fresnos FM	N leg ILS N leg ILS	33 126	1.9 1.5	1,200 1,200	173° N 353° N	1,200' W side N leg	1,200'	1,120'	230'	3,529'	R S	500' 400'	1.5 ¾	Climb to 1,200' on S leg Brownsville range.
Buffalo, N. Y.: Buffalo Airport, el. 711' (109.9 mes).	SW leg Buffalo NE leg Buffalo	SW leg ILS NE leg ILS	52 232	0.0 0.0	2,000 2,000	232° NE 52° NE	1,800' N side NE leg	1,800'	1,700'	930'	3,529'	R S	500' 400'	1.5 1.0	Climb to 2,000' on SW leg.
Charleston, S. C.: Charleston Airport, el. 45' (110.3 mes).	Charleston range Int. E leg Charleston and ILS localizer.	ILS localizer Outer marker	140 328	3.4 5.8	1,200 1,200	148° NW 328° NW	1,200' W side NW leg	1,200'	1,050'	250'	3,479'	R S	500' 400'	1.5 ¾	Climb to 1,800' on E leg.
Cheyenne, Wyo.: Cheyenne Airport, el. 6,156' (110.3 mes).	Charleston range Cheyenne range Hillsdale FM Meadows FM	NW leg ILS Outer marker E leg ILS Outer marker	53 81 230 137	2.3 8.4 5.0 18.0	1,200 7,500 7,500 7,500	260° E 82° E	7,500' N side E leg	7,500'	7,500'	6,350'	3,529'	R S	500' 400'	1.5 ¾	Climb to 7,500' on S leg.
Chicago, Ill.: Chicago Airport, el. 618' (109.9 mes).	Chicago range Int. SE leg Chicago and NW leg ILS. Franklin Park FM Int. NE leg Joliet and NW leg ILS.	NW leg ILS Outermarker Outer marker Outer marker	290 312 170 132	1.6 5.8 7.0 7.2	2,250 2,250 2,100 2,250	132° NW 312° NW	2,250' E side NW leg	2,250'	2,100'	838'	4,171'	R S	500' 400'	1.5 ¾	Climb to 2,000' heading S on N leg Harvey range.
Cincinnati, Ohio: Greater Cincinnati Airport, el. 890' (109.9 mes).	Int NW leg Cincinnati and N leg ILS. Union FM Cincinnati range	Outer marker Outer marker Int. SW leg Cincinnati and S leg ILS.	180 360 227	21.9 4.1 24.3	2,100 2,100 2,200	360° S 180° S	2,100' W side S leg (to be made at Union FM).	2,100'	1,900'	1,060'	3,208'	R S	---- 500'	---- 1.0	Climb to 2,100' on N leg to NW leg Cincinnati.
Dallas, Tex.: Love Field, el. 483' (110.3 mes).	Dallas range Int. E leg Fort Worth and N leg Dallas. Int. E leg Dallas and SE leg ILS.	NW leg ILS NW leg ILS Outer marker	341 161 306	4.0 4.2 9.0	1,700 1,700 1,700	126° NW 306° NW	1,700' N side NW leg	1,700'	1,500'	690'	3,696'	R S	500' 400'	1.5 ¾	Climb to 2,000' on SE leg of ILS.
Dayton, Ohio: Dayton Airport, el. 1,007' (110.3 mes).	Dayton range Verona FM Int. S leg Dayton and SW leg ILS. Int. E leg Dayton and SW leg ILS.	SW leg ILS SW leg ILS Outer marker Outer marker	200 125 55 235	3.5 8.5 1.0 5.2	2,200 2,200 2,200 2,200	55° SW 235° SW	2,200' S side SW leg (to be made 2 min. SW outer marker).	2,200'	2,100'	1,307'	3,529'	R S	---- 400'	---- ¾	Climb to 2,200' on N leg Dayton to W leg Columbus.
Denver, Colo.: Stapleton Field, el. 5,320' (110.3 mes).	Denver (LF) range Henderson FM Int. NE leg ILS and E leg Denver (LF) range. Int. NE leg ILS and S leg Denver (LF) range. Int. W leg [illegible] and NW leg ILS	NE leg ILS NE leg ILS Outer marker Outer marker Outer marker	59 93 206 26 206	4.1 8.5 1.0 4.9 4.6	6,300 6,300 6,300 6,300 6,300	206° NE 26° NE	6,300' S side NE leg	6,300'	6,300'	5,500'	3,462'	R S	500' 400'	1.5 ¾	Climb to 8,900' on S leg Denver (LF) range within 25 mi.

Initial approach to ILS shall be made on following ranges	Transition to ILS: From—	Transition to ILS: To—	Mag. CRS (degs.)	Dist. (mi.)	Min. alt. (ft.)	Final ILS app. leg.: inbound: outbound	Procedure turn min. on ILS	Min. alt. at glide path interception	Glide path alt. over markers: Outer	Glide path alt. over markers: Middle	Dist. from middle mrkr. to app. end of runwy.	Minimums: Type	Minimums: Ceil.	Minimums: Vis.	If visual contact not established at authorized landing minimums, or if landings not accomplished—
Detroit, Mich.: Willow Run Airport, el. 715' (109.5 mes).	Saline FM	SW leg ILS	130	5.1	2,000	50° SW	2,000′ side SW leg (to be made 2 min. SW outer marker).	2,000′	1,900′	1,015′	3,472′	R	500′	1.5	Climb to 2,000′ on NE leg ILS to N leg Romulus Range.
	Int. N leg Romulus and NE leg ILS.	Outer marker	230	13.4	2,000	230° SW						S	400′	1.0	
	Romulus range	SW leg ILS	261	9.1	2,000										
	Int. N leg Toledo and SW leg Windsor.	SW leg ILS	302	10.9	2,000										
El Paso, Tex.: Anderson Field, el. 3,936' (109.5 mes).	El Paso range	NE leg ILS	357	7.0	5,000	217° NE	5,000′ N side NE leg	5,000′	4,975′	4,138′	3,578′	R	500′	1.5	Climb to 8,000′ on S leg El Paso range. *Maintain 8,000′ and remain on E leg El Paso range until position estab. W of Hueco Mountain FM.
	Int. W leg El Paso and SW leg ILS.	Outer marker	37	6.5	5,000	37° NE						S	400′	¾	
	Hueco Mountain FM*	Newman MHW	290	17.0	7,000										
	Newman MHW	NE leg ILS	177	3.0	5,000										
Fort Worth, Tex.: Meacham Field, el. 692' (109.9 mes).	Ft. Worth range	N leg ILS	At range		2,000	173° N	2,000′ W side of N leg	2,000′	2,000′	950′	3,749′	R	500′	1.5	Climb to 2,000′ on S leg Ft. Worth range Ctn: Do not descend below glide path, bldg. 283′ below glide path 2.4 mi. S of outer marker.
	Int. SE leg Wichita Falls and N leg Ft. Worth.	N leg ILS	185	11.0	2,000	353° N						S	400′	¾	
	Haslet FM	N leg ILS	215	2.0	2,000										
Grand Junction, Colo.: Walker Field, el. 4,842' (110.3 mes).	Grand Jct. range	Int. NW (aural) leg Grand Jct. and NW leg ILS.	329	17.5	8,000	110° NW 290° NW	8,000′ W side NE leg	6,100′	6,100′	5,046′	3,683′	R	1,000′	2.0	Make 180° turn to right and climb to 8,000′ on NW leg of ILS to Int. of NW (aural) leg Grand Jct. and NW leg ILS, then proceed to Grand Jct. range climbing to 11,000′. Operating dual VHF revrs rqrd.
	Int. E (visual) leg Grand Jct. and SE leg ILS.	Int. NW (aural) leg Grand Jct. and NW leg ILS.	290	21.5	8,000							S	800′	2.0	
Houston, Tex.: Houston Airport, el. 50' (109.9 mes).	Houston range	SW leg ILS	309	2.4	1,200	35° SW	1,200′ S side SW leg	1,200′	1,130′	350′	3,529′	R	500′	1.5	Climb to 1,600′ on NE leg ILS.
	Houston FM	SW leg ILS	129	3.0	1,500	215° SW						S	400′	1.0	
	Areola FM	SW leg ILS	38	8.0	1,200										
Indianapolis, Ind.: Indianapolis Airport, el. 796' (109.9 mes).	Clayton FM	SW leg ILS	105	7.8	1,800	44° SW	1,900′ S side SW leg (to be made not less than 2 min. SW after marker).	1,900′	1,800′	1,096′	4,700′	R	----	----	Climb to 2,400′ on E. leg of Indianapolis to NW leg of Cincinnati.
	Indianapolis range	SW leg ILS	193	2.6	1,900	224° SW						S	400′	¾	
	Int. E leg Indianapolis and SW leg ILS.	Outer marker	224	5.9	1,900										
	Int. S leg Indianpolis and SW leg ILS.	Outer marker	224	1.1	1,900										
Jackson, Miss.: Hawkins Field, el. 343' (109.9 mes).	Jackson range	NW leg ILS	220	3.2	1,500	108° NW	1,500′ S side NW leg	1,400′	1,300′	543′	3,696′	R	500′	1.5	Climb to 1,600′ on S leg Jackson range.
	Jackson range	Outer marker on W leg.	267	4.2	1,500	288° NW						S	400′	¾	
	Int. S leg Jackson range and localizer.	Outer marker	288	4.2	1,500										
Jacksonville, Fla.: Jacksonville Airport No. 1, el. 52' (110.3 mes).	Int. N leg Jacksonville and NE leg ILS.	Localizer	224	4.1	1,200	44° SW 224° SW	1,200′ S side SW leg	1,200′	1,000′	260′	3,529′	R	500′	1.5	Climb to 1,200′ on N leg.
	Jacksonville range	Localizer	270	2.1	1,200							S	400′	¾	
	Bryceville FM	SW leg ILS	108	12.0	1,200										
Knoxville, Tenn.: McGhee-Tyson Airport, el. 988' (110.3 mes).	Knoxville range	ILS localizer	192	3.0	2,500	44° SW	2,500′ W side SW leg	2,500′	1,850′	1,268′	3,261′	R	500′	1.5	Climb to 4,000′ on W leg of Knoxville E of Kingston intersection.
	Int. NE leg Knoxville and NE leg ILS.	Outer marker	224	12.5	2,500	224° SW						S	400′	¾	
Memphis, Tenn.: Memphis Airport, el. 209' (109.9 mes).	Memphis range	W leg ILS	356	2.4	1,700	86° W	1,700′ S side W leg	1,700′	1,600′	457′	3,682′	R	500′	1.5	Climb to 1,800′ on N leg of Memphis range.
	Brums FM	W leg ILS	48	13.6	1,700	266° W						S	400′	¾	
	Cuba FM	Outer marker	188	18.3	1,800										
	Int. NE leg Memphis and E leg ILS.	Outer marker	266	9.8	1,800										
Moline, Ill.: Moline Airport, el. 590' (110.3 mes).	Moline range	NW leg ILS	174	1.8	2,100	131° NW	2,100′ W side NW leg	2,100′	1,900′	790′	3,749′	R	500′	1.5	Climb to 2,100′ making right turn to 270° to S leg Moline range.
	Int. W leg Moline and NW leg ILS.	Outer marker	131	7.5	2,100	311° NW						S	400′	1.0	
Newark, N. J.: Newark Airport, el. 18' (110.3 mes).	Newark range	SW leg ILS	238	0	1,400	58° SW	1,400′ S side SW leg	1,400′	1,280′	242′	3,261′	R	500′	1.5	Climb to 1,600′ on NE leg ILS, turn left climbing to 3,000′ on NW leg Newark.
	Int. SE leg Allentown and SW leg Newark.	SW leg ILS	58	0	1,400	238° SW						S	400′	¾	
New Orleans, La.: Moisant International Airport, el. 3' (109.9 mes).	New Orleans range	W leg ILS	271	5.0	1,400	99° W	1,400′ S side W leg	1,400′	1,040′	209′	3,518′	R	500′	1.5	Climb to 1,400′ on NE leg of New Orleans range.
	La Place FM	Outer marker	84	8.0	1,400	279° W						S	400′	¾	
	Int. S leg New Orleans and E leg ILS.	Outer marker	279	8.5	1,400										
New York, N. Y.: La Guardia Field, el. 19' (109.9 mes).	La Guardia range	NE leg ILS	224	0	1,500	44° SW	1,500′ S side SW leg	1,500′	1,350′	342′	4,277′	R	500′	1.5	Climb to 1,500′ on NE leg ILS.
	Int. SW leg La Guardia and NW leg Floyd Bennett.	NE leg ILS	44	0	1,500	224° SW						S	400′	¾	
Oklahoma City, Okla.: Will Rogers Field, el. 1,285' (109.9 mes).	Okla. City range	S leg ILS	78	2.5	2,500	350° S	2,500′ E side S leg	2,500′	2,450′	1,482′	3,529′	R	500′	1.5	Climb to 2,500′ on N leg Oklahoma City range.
	Washington FM	S leg ILS	335	16.0	2,500	170° S						S	400′	¾	
	Int. N leg Okla. City and N leg ILS.	Outer marker	170	15.0	2,500										
	Okla. City FM	S leg ILS	258	3.2	2,500										
Omaha, Nebr.: Omaha Airport, el. 982' (110.3 mes).	Omaha range	Outer marker	314	4.0	2,500	135° NW	2,500′ W side NW leg	2,200′	2,200′	1,195′	4,118′	R	500′	1.5	Climb to 2,500′ on SE leg of Omaha range within 25 mi.
	Ft. Calhoun FM	NW leg ILS	215	3.4	2,500	315° NW						S	400′	1.0	

Initial approach to ILS shall be made on following ranges	Transition to ILS					Final ILS app. leg inbound outbound	Procedure turn min. on ILS	Min. alt. at glide path intercept	Glide path alt., over markers		Dist. from missle marker to app. end of runwy.	Minimums			If visual contact not established at authorized landing minimums, or if landings not accomplished—
	From—	To—	Mag. CRS (degs.)	Dist. (mi.)	Min. alt. (ft.)				Outer	Middle		Type	Ceil.	Vis.	
Philadelphia, Pa.: Philadelphia SW Airport, el. 107 (109.9 mes).	Boothwyn FM	W leg ILS	85	0	1,700	85° W	1,500′ S side W leg	1,500′	1,400′	205′	3,529′	R	500′	1.5	Climb to 1,700′ on NE leg Philadelphia range.
	Philadelphia range	W leg ILS	220	1.0	1,700	265° W						S	400′	1.0	
Raleigh, N. C.: Raleigh Durham Airport, el. 435′ (110.3 mes).	Raleigh range	ILS localizer	200	4.5	1,500	48° SW	1,500′ S side SW leg	1,500′	1,350′	635′	3,314′	R	500′	1.5	Climb to 1,600′ on NE leg via intersection NE leg localizer to NE leg range.
	Int. NE leg Raleigh and NE leg ILS.	Outer marker	228	26.5	1,500	228° SW						S	400′	¾	
	Int. NW leg Raleigh and SW leg ILS.	Outer marker	228	5.0	1,500										
St. Louis, Mo.: Lambert-St. Louis Airport, el. 552′ (110.3 mes).	St. Louis range	NE leg ILS	35	2.0	1,800	208° NE	1,620′ N side NE leg	1,620′	1,620′	760′	3,419′	R	600′	1.5	Climb to 2,000′ on W leg within 25 mi.
	Spanish Lake FM	NE leg ILS	290	2.5	1,620	58° NE						S	400′	1.0	
San Antonio (Alamo), Tex.: San Antonio-Alamo Airport, el. 809′ (109.9 mes).	Alamo range	SW leg ILS	174	3.6	2,200	31° SW	2,200′ W side SW leg	2,200′	2,050′	1,000′	3,630′	R	500′	1.5	Climb to 2,500′ on N leg Alamo range.
	San Antonio (Kelly) range	SW leg ILS	158	1.4	2,200	211° SW						S	400′	¾	
	Int. S leg Alamo and E leg Kelly.	SW leg ILS	318	12.5	2,200										
	Int. E leg Alamo and NE leg ILS.	Outer marker	210	8.8	2,200										
Smoky Hill (Salina), Kans.: Smoky Hill AFF el. 1289′ (109.9 mes).	Smoky Hill range	NW leg ILS	360	7.2	3,000	123° NW	2,500′ W side NW leg	2,300′	2,100′	1,491′	4,700′	R	500′	1.5	Climb to 3,000′ on S leg within 25 mi.
	En route from W	Int. W leg Smoky Hill and NW leg ILS.	—	0	3,000	303° NW						S	400′	¾	
Tulsa, Okla.: Tulsa Airport, el. 674′ (110.3 mes).	Tulsa range	S leg ILS	225	1.3	2,200	354° S	2,200′ E side S leg	2,200′	2,020′	850′	3,472′	R	500′	1.5	Climb to 2,200′ on NW leg Tulsa range.
	Skiatook FM	N leg ILS	118	15.0	2,200	174° S						S	400′	1.0	
	Red Fork FM	Outer marker	73	9.7	2,200										
	Verdigris River FM	Outer marker	211	15.6	2,200										
Washington, D. C.: Washington National Airport, el. 17 (109.9).	Washington range	S leg ILS	180	0	1,500	360° S	1,500′ E side S leg	1,500′	1,560′	60′ (hndlry)	158′ (hndlry)	R	500′	1.5	Climb to 1,800′ on NE leg of Washington range.
	Int. SE leg Arcola and S leg Washington.	S leg ILS	60	4.8	1,500	180° S						S	400′	1.25	
Wichita, Kans.: Wichita Airport, el. 1,372′ (110.3 mes).	Wichita range	S leg ILS	184	7.1	2,800	004° S	2,800′ E side S leg	2,750′	2,750′	1,555′	3,683′	R	500′	1.5	Climb to 3,000′ on NE leg within 25 mi.
	Viola FM	S leg ILS	76	16.7	2,800	184° S						S	400′	¾	
	Oxford FM	S leg ILS	320	16.0	2,800										

[13 F. R. 1423]

PART 610—IFR ALTITUDE MINIMUMS

Sec.
610.1 Definitions.

STATED AREAS

610.10 IFR altitude minimums over stated areas.

GREEN CIVIL AIRWAYS

610.11 Green civil airway No. 1 (Magantic, Quebec, to Forest City, Maine).
610.12 Green civil airway No. 2 (Seattle, Wash., to Boston, Mass.).
610.13 Green civil airway No. 3 (San Francisco, Calif., to New York, N. Y.).
610.14 Green civil airway No. 4 (Newhall, Calif., to Philadelphia, Pa.).
610.15 Green civil airway No. 5 (Los Angeles, Calif., to Boston, Mass.).
610.16 Green civil airway No. 6 (Alice, Tex., to Norfolk, Va.).
610.17 Green civil airway No. 7 (Nome, Alaska, to Fairbanks, Alaska).
610.18 Green civil airway No. 8 (Attu, Alaska, to Northway, Alaska).

AMBER CIVIL AIRWAYS

610.21 Amber civil airway No. 1 (Annette, Alaska, to Nome, Alaska).
610.22 Amber civil airway No. 2 (Whitehorse, Alaska, to Fairbanks, Alaska).
610.23 Amber civil airway No. 3 (Harrington Ranch, N. Mex., to Great Falls, Mont.).
610.24 Amber civil airway No. 4 (Brownsville, Tex., to Minot, N. Dak.).
610.25 Amber civil airway No. 5 (New Orleans, La., to Milwaukee, Wis.).
610.26 Amber civil airway No. 6 (Jacksonville, Fla., to Elyria, Ohio).
610.27 Amber civil airway No. 7 (Key West, Fla., to Caribou, Maine).
610.28 Amber civil airway No. 8 (Los Angeles, Calif., to The Dalles, Oreg.).

RED CIVIL AIRWAYS

610.31 Red civil airway No. 1 (Portland, Oreg., to Kansas City, Mo.).
610.32 Red civil airway No. 2 (Butte, Mont., to Rapid City, S. Dak.).
610.33 Red civil airway No. 3 (Philipsburg, Pa., to Port Chester, N. Y.).
610.34 [Unassigned.]
610.35 Red civil airway No. 5 (Sioux Falls, S. Dak., to Minneapolis, Minn.).
610.36 Red civil airway No. 6 (Mormon Mesa, Nev., to Omaha, Nebr.).
610.37 Red civil airway No. 7 (Greenville, S. C., to Greensboro, N. C.).
610.38 Red civil airway No. 8 (Lock Haven, Pa., to Kingston, Pa.).
610.39 Red civil airway No. 9 (San Diego, Calif., to Winslow, Ariz.).
610.40 Red civil airway No. 10 (Trinidad, Colo., to Charleston, S. C.).
610.41 Red civil airway No. 11 (Tulsa, Okla., to Boston, Mass.).
610.42 Red civil airway No. 12 (Kansas City, Mo., to Romulus, Mich.).
610.43 Red civil airway No. 13 (Sunbury, Pa., to Franklin, Mass.).
610.44 Red civil airway No. 14 (Lone Rock, Wis., to Louisville, Ky.).
610.45 Red civil airway No. 15 (Gila Bend, Ariz., to Prescott, Ariz.).
610.46 Red civil airway No. 16 (Augusta, Ga., to Florence, S. C.).
610.47 Red civil airway No. 17 (Fort Wayne, Ind., to Baltimore, Md.).
610.48 Red civil airway No. 18 (Greenfield, Ind., to Herndon, Va.).
610.49 Red civil airway No. 19 (Grand Rapids, Mich., to Petersburg, W. Va.).
610.50 Red civil airway No. 20 (Lansing, Mich., to Chincoteague, Va.).
610.51 Red civil airway No. 21 (Lansing, Mich., to Newark, N. J.).
610.52 Red civil airway No. 22 (Canadian Boundary to Buffalo, N. Y.).
610.53 Red civil airway No. 23 (Canadian Boundary to St. James, N. Y.).
610.54 Red civil airway No. 24 (Amarillo, Tex., to Oklahoma City, Okla.).
610.55 Red civil airway No. 25 (Drifton, Fla., to Miami, Fla.).
610.56 Red civil airway No. 26 (Syracuse, N. Y., to Slatington, Pa.).
610.57 Red civil airway No. 27 (Knoxville, Tenn., to Willow Run, Mich.).
610.58 Red civil airway No. 28 (Rockford, Ill., to Grand Rapids, Mich.).
610.59 Red civil airway No. 29 (Huntington, Md., to West Henrietta, N. Y.).
610.60 Red civil airway No. 30 (Mobile, Ala., to Jacksonville, Fla.).
610.61 Red civil airway No. 31 (Egbert, Wyo., to Hamel, Minn.).
610.62 Red civil airway No. 32 (Laredo, Tex., to Arcola, Tex.).
610.63 Red civil airway No. 33 (Richmond, Va., to Stewart, N. Y.).
610.64 Red civil airway No. 34 (Pulaski, Va., to Raleigh, N. C.).
610.65 Red civil airway No. 35 (Pueblo, Colo., to Wichita, Kans.).
610.66 Red civil airway No. 36 (Rochester, Minn., to La Crosse, Wis.).
610.67 Red civil airway No. 37 (Edgewood, Tex., to McLean, Va.).
610.68 Red civil airway No. 38 (Tankersly, Tex., to C–B Ranch, Tex.).
610.69 Red civil airway No. 39 (Bethel, Alaska, to Fairbanks, Alaska).
610.70 Red civil airway No. 40 (Shemya, Alaska, to Homer Alaska).
610.71 Red civil airway No. 41 (Yakutat, Alaska, to Gustavus, Alaska).
610.72 [Unassigned.]
610.73 [Unassigned.]
610.74 Red civil airway No. 44 (Bellingham, Wash., to Princeton, British Columbia).

Sec.
610.75 Red civil airway No. 45 (Washington, D. C., to Lancaster, Pa.).
610.76 Red civil airway No. 46 (Aberdeen, S. Dak., to Watertown, S. Dak.).
610.77 Red civil airway No. 47 (Tampa, Fla., to Daytona Beach, Fla.).
610.78 Red civil airway No. 48 (Helena, Mont., to Livingston, Mont.).
610.79 Red civil airway No. 49 (Elko, Nev., to Fort Bridger, Wyo.).
610.80 Red civil airway No. 50 (Galena, Alaska, to Fairbanks, Alaska).
610.81 [Unassigned.]
610.82 Red civil airway No. 52 (Memphis, Tenn., to Birmingham, Ala.).
610.83 Red civil airway No. 53 (Joplin, Mo., to Halltown, Mo.).
610.84 Red civil airway No. 54 (Burley, Idaho, to Salt Lake City, Utah).
610.85 Red civil airway No. 55 (Burlington, Iowa, to Pontiac, Ill.).
610.86 [Unassigned.]
610.87 [Unassigned.]
610.88 [Unassigned.]
610.89 Red civil airway No. 59 (Dundee, Mich., to Canadian Border).
610.90 Red civil airway No. 60 (Oakland, Calif., to Peters, Calif.).
610.91 Red civil airway No. 61 (Flintstone, Md., to Mount Vernon, Va.).

BLUE CIVIL AIRWAYS

610.101 Blue civil airway No. 1 (Pendleton, Oreg., to Spokane, Wash.).
610.102 Blue civil airway No. 2 (Birmingham, Ala., to Erie, Pa.).
610.103 Blue civil airway No. 3 (Molino, Fla., to Terre Haute, Ind.).
610.104 Blue civil airway No. 4 (Boston, Mass., to Canadian Border).
610.105 Blue civil airway No. 5 (Galveston, Tex., to Wichita, Kans.).
610.106 Blue civil airway No. 6 (Abilene, Tex., to Muskegon, Mich.).
610.107 Blue civil airway No. 7 (Evergreen, Calif., to Hamilton, Calif.).
610.108 Blue civil airway No. 8 (Fargo, N. Dak., to Pembina, N. Dak.).
610.109 Blue civil airway No. 9 (Columbia, Mo., to Duluth, Minn.).
610.110 Blue civil airway No. 10 (Fresno, Calif., to Williams, Calif.).
610.111 Blue civil airway No. 11 (Cleveland, Ohio, to Niagara Falls, N. Y.).
610.112 Blue civil airway No. 12 (The Dalles, Oreg., to Ellensburg, Wash.).
610.113 Blue civil airway No. 13 (Houston, Tex., to Kansas City, Mo.).
610.114 Blue civil airway No. 14 (Mt. Laguna, Calif., to Wheeler Ridge, Calif.).
610.115 Blue civil airway No. 15 (Newark, Ohio, to Erie, Pa.).
610.116 Blue civil airway No. 16 (Dillon, Mont., to Garrison, Mont.).
610.117 Blue civil airway No. 17 (Umcolcus Pond, Maine, to Presque Isle, Maine).
610.118 Blue civil airway No. 18 (Freehold, N. J., to Burlington, Vt.).
610.119 Blue civil airway No. 19 (Melbourne, Fla., to Orlando, Fla.).
610.120 Blue civil airway No. 20 (Millville, N. J., to Allentown, Pa.).
610.121 Blue civil airway No. 21 (E. Liverpool, Ohio, to Kingsville, Ohio).
610.122 Blue civil airway No. 22 (Altheimer, Ark., to Portland, Kans.).
610.123 Blue civil airway No. 23 (Wixom, Mich., to Flint, Mich.).
610.124 [Unassigned.]
610.125 Blue civil airway No. 25 (Cordova, Alaska, to Big Delta, Alaska).
610.126 Blue civil airway No. 26 (Anchorage, Alaska, to Fairbanks, Alaska).
610.127 Blue civil airway No. 27 (Kodiak, Alaska, to Kotzebue, Alaska).
610.128 Blue civil airway No. 28 (Charleston, S. C., to Columbia, S. C.).
610.129 [Unassigned.]
610.130 Blue civil airway No. 30 (Alamo, Tex., to Big Springs, Tex.).
610.131 Blue civil airway No. 31 (Monmouth, Ill., to Moline, Ill.).
610.132 Blue civil airway No. 32 (Skwentna, Alaska, to Summit, Alaska).
610.133 Blue civil airway No. 33 (Fort Wayne, Ind., to Archbold, Ohio).
610.134 [Unassigned.]
610.135 Blue civil airway No. 35 (Brookfield, Mo., to Humeston, Mo.).
610.136 Blue civil airway No. 36 (Akron, Colo., to North Platte, Nebr.).
610.137 Blue civil airway No. 37 (Casper, Wyo., to Wright, Wyo.).
610.138 Blue civil airway No. 38 (Annette, Alaska, to Whitehorse, Alaska).
610.139 Blue civil airway No. 39 (Tri-City, Tenn., to South Onondaga, N. Y.).
610.140 Blue civil airway No. 40 (Concord, N. H., to Burlington, Vt.).
610.141 Blue civil airway No. 41 (Port Chester, N. Y., to Topsfield, Maine).
610.142 Blue civil airway No. 42 (Burr Oak, Mich., to Battle Creek, Mich.).
610.143 Blue civil airway No. 43 (Garden City, Ala., to Walter Hill, Tenn.).
610.144 Blue civil airway No. 44 (Advance, Mo., to Fort Wayne, Ind.).
610.145 Blue civil airway No. 45 (St. Martinsville, La., to Baton Rouge, La.).
610.146 Blue civil airway No. 46 (Wheeler Ridge, Calif., to Morgan Hill, Calif.).
610.147 Blue civil airway No. 47 (Flintstone, Md., to North Altoona, Pa.).

DIRECT ROUTES

610.151 Northeast United States (east of longitude 97°, north of latitude 38°).
610.152 Southeast United States (east of longitude 97°, south of latitude 38°).
610.153 Southwest United States (west of longitude 97°, south of latitude 40°).
610.154 Northwest United States (west of longitude 97°, north of latitude 40°).

MAPPED AREAS

610.161 IFR altitude minimums over mapped areas.

GENERAL

610.162 IFR altitude minimums generally.

AUTHORITY: §§ 610.1 to 610.162 issued under secs. 205 (a), 308, 52 Stat. 984, 986; 49 U. S. C. 425 (a), 458. Interpret or apply sec. 601, 52 Stat. 1007, as amended by Pub. Law 872, 80th Cong.; 49 U. S. C. 551.

SOURCE: §§ 610.1 to 610.162 appear at 12 F. R. 7801, except as noted following section affected.

§ 610.1 *Definitions.* (a) "IFR" means instrument flight rules.

(b) "INT" means intersection.

(c) "FM" means fan marker.

(d) "VAR" means visual aural range.

(e) "Rbn" means radio beacon.

[12 F. R. 7801, as amended by Amdt. 2, 13 F. R. 1827]

STATED AREAS

§ 610.10 *IFR altitude minimums over stated areas.* Except when necessary for taking off or landing, no person shall operate an aircraft in accordance with IFR along the routes and below the altitudes set forth in §§ 610.11 to 610.162.

GREEN CIVIL AIRWAYS

§ 610.11 *Green civil airway No. 1 (Magantic, Quebec, to Forest City, Maine).*

From—	To—	Altitude
Magantic	Kokadjo (INT)	6,000
Kokadjo (INT)	Millinocket	6,000
Millinocket	Forest City (INT)	2,500

§ 610.12 *Green civil airway No. 2 (Seattle, Wash., to Boston, Mass.).*

From—	To—	Altitude
Seattle	Ellensburg	8,000
Ellensburg	Ephrata	7,000
Ephrata	Spokane	5,000
Spokane	Coeur D'Alene	7,000
Coeur D'Alene	Mullan Pass	9,000
Mullan Pass	Superior	9,000
Superior	Missoula	9,000
Missoula	Drummond	9,000
Drummond	Garrison (INT)	9,000
Garrison (INT)	Helena	9,000
Helena	Bozeman	9,000
Bozeman	Livingston	10,000
Livingston	Billings	9,000
Billings	Custer	5,000
Custer	Miles City	4,200
Miles City	Dickinson	4,200
Dickinson	Bismarck	3,800
Bismarck	Jamestown	3,400
Jamestown	Fargo	2,600
Fargo	Alexandria	2,800
Alexandria	Hamel (INT)	2,600
Hamel (INT)	Minneapolis	2,300
Minneapolis	Red Wing (INT)	2,400
Red Wing (INT)	La Crosse	2,400
La Crosse	Lone Rock	2,500
Lone Rock	Madison	2,800
Madison	Genesee (FM)	2,500
Genesee (FM)	Milwaukee	2,300
Milwaukee	Muskegon	1,900
Muskegon	Grand Rapids	1,700
Grand Rapids	Lansing	2,200
Lansing	Highland (INT)	2,200
Highland (INT)	Romulus	2,200
Romulus	Windsor	2,300
Buffalo	West Henrietta (INT)	2,100
West Henrietta (INT)	Syracuse	2,300
Syracuse	Utica	1,900
Utica	Albany	2,700
Albany	Westfield	4,500
Westfield	Woodstock (INT)	2,500
Woodstock (INT)	North Scituate (INT)	1,600
North Scituate (INT)	Boston	1,700

§ 610.13 *Green civil airway No. 3 (San Francisco, Calif., to New York, N. Y.).*

From—	To—	Altitude
San Francisco	Oakland	3,000
Oakland	Bay Point (FM)	5,000
Bay Point (FM)	Sacramento (Eastbound).	2,500
Sacramento	Bay Point (FM) (Westbound).	5,000
Sacramento	Auburn (FM) (Eastbound).	11,000
Auburn (FM)	Sacramento (Westbound).	3,500
Auburn (FM)	Donner Summit	11,000
Donner Summit	Reno	12,000
Reno	Humboldt	11,000
Humboldt	Battle Mountain	12,000
Battle Mountain	Elko	11,000
Elko	Lucin	12,000
Lucin	Ogden	11,000
Ogden	Fort Bridger	12,000
Fort Bridger	Rock Springs	10,000
Rock Springs	Sinclair	10,000
Sinclair	Two Rivers (INT)	12,000
Two Rivers (INT)	Sherman Hill (INT)	10,500
Sherman Hill (INT)	Cheyenne	10,500
Cheyenne	Egbert (INT)	7,300
Egbert (INT)	Kimball (INT)	7,000
Kimball (INT)	Chappell (INT)	5,700
Chappell (INT)	Paxton (INT)	5,000
Paxton (INT)	North Platte	4,300
North Platte	Grand Island	4,000
Grand Island	Weston (INT)	2,900
Weston (INT)	Omaha	2,700
Omaha	Des Moines	2,500
Des Moines	West Liberty (INT)	2,200
West Liberty (INT)	Moline	2,000
Moline	Aurora (INT)	2,000
Aurora (INT)	Washington Park (INT).	2,000

From—	To—	Altitude
Washington Park (INT).	Goshen	2,300
Goshen	Archbold (INT)	2,300
Archbold (INT)	Toledo	2,000
Toledo	Cleveland	1,900
Cleveland	Parkman (INT)	2,500
Parkman (INT)	Youngstown	2,200
Youngstown	Phillipsburg	4,000
Phillipsburg	Sunbury (INT)	4,000
Sunbury (INT)	Slatington (INT)	4,000
Slatington (INT)	Allentown (Eastbound).	3,000
Allentown	Slatington (INT) (Westbound).	4,000
Allentown	Metuchen (INT)	2,500
Metuchen	Keyport (INT)	1,500
Keyport (INT)	Coney Island (INT)	1,500
Coney Island (INT)	Flatbush (INT)	1,500
Flatbush (INT)	LaGuardia	2,300

§ 610.14 *Green civil airway No. 4 (Newhall, Calif., to Philadelphia, Pa.).*

From—	To—	Altitude
Newhall	Palmdale	9,000
Palmdale	Daggett	6,000
Daggett	Needles	9,000
Needles	Prescott	10,000
Prescott	Winslow	10,000
Winslow	El Morro	10,000
El Morro	Acomita	11,000
Acomita	Albuquerque	10,000
Albuquerque	Otto	11,000
Otto	Tucumcari	9,000
Tucumcari	Amarillo	5,200
Amarillo	Southwest Course Gage.	4,700
Southwest Course Gage	Gage	4,500
Gage	Anthony (INT)	3,600
Anthony (INT)	Wichita	3,000
Wichita	El Dorado (INT)	2,800
El Dorado (INT)	Lebo	2,600
Lebo	Centropolis (INT)	2,300
Centropolis (INT)	Eudora (INT)	2,500
Eudora (INT)	Kansas City	2,300
Kansas City	Excelsior Springs (INT)	2,200
Excelsior Springs (INT).	Columbia	2,200
Columbia	St. Louis	2,000
St. Louis	Wood River (INT)	1,700
Wood River (INT)	Effingham	2,000
Effingham	Terre Haute	2,000
Terre Haute	Indianapolis	2,000
Indianapolis	Dayton	2,400
Dayton	Troy (INT)	2,100
Indianapolis	Troy (INT)	2,400
Troy (INT)	Columbus	2,300
Columbus	Newark (INT)	2,200
Newark (INT)	Wellsburg (INT)	2,600
Wellsburg (INT)	Pittsburgh	2,500
Pittsburgh	Altoona	4,500
Altoona	Carlisle (FM)	4,000
Carlisle (FM)	Harrisburg (Eastbound).	1,900
Harrisburg	Carlisle (FM) (Westbound).	4,000
Harrisburg	Lancaster (INT)	2,000
Lancaster (INT)	Philadelphia	2,000

§ 610.15 *Green civil airway No. 5 (Los Angeles, Calif., to Boston, Mass.).*

From—	To—	Altitude
Los Angeles	LaHabra (INT) (Eastbound).	5,000
LaHabra (INT)	Los Angeles (Westbound).	3,000
LaHabra (INT)	Riverside	5,000
Riverside	Banning (FM) (Eastbound).	13,000
Banning (FM)	Riverside (Westbound).	10,000
Banning (FM)	Indio (INT)	13,000
Indio (INT)	Blythe	8,000
Blythe	Phoenix	6,000
Phoenix	Casa Grande (INT)	6,000
Casa Grande (INT)	Red Rock (FM) (Eastbound).	10,000
Red Rock (FM)	Casa Grande (INT) (Westbound).	6,000
Red Rock (FM)	Tucson	10,000
Tucson	Cochise	10,000
Cochise	Hilltop (FM) (Eastbound).	12,000
Hilltop (FM)	Cochise (Westbound).	10,000
Hilltop (FM)	Rodeo	12,000
Rodeo	Columbus	9,000
Columbus	El Paso	8,500
El Paso	Salt Flat	8,000
Salt Flat	Guadaloupe Pass (FM).	10,000
Guadaloupe Pass (FM)	Orla (INT)	10,000
Orla (INT)	Wink	4,500
Wink	Midland	4,500
Midland	Big Spring	4,500
Big Spring	Abilene	4,000
Abilene	Harpersville	3,000
Harpersville	Fort Worth	2,500
Fort Worth	Dallas (INT)	2,000
Dallas (INT)	Sulphur Springs	2,000
Sulphur Springs	Texarkana	1,600
Texarkana	Prescott (INT)	1,500
Prescott (INT)	Memphis	1,600
Memphis	Jacks Creek	1,800
Jacks Creek	Nashville	2,500
Nashville	Smithville	3,500
Smithville	Knoxville	4,500
Knoxville	Tri-City	5,000
Tri-City	Pulaski	7,000
Pulaski	Roanoke	6,000
Roanoke	James River (INT)	6,200
James River (INT)	Gordonsville	6,000
Gordonsville	Doncaster (INT)	3,000
Doncaster (INT)	Brandywine	1,500
Brandywine	Hartly (INT)	1,500
Hartly (INT)	Millville	1,500
Millville	Ambrose (INT)	1,500
Ambrose (INT)	Longbeach (INT)	1,500
Longbeach (INT)	Mitchel (INT)	1,500
Mitchel (INT)	Mitchel	1,500
Mitchel	St. James (INT)	1,500
St. James (INT)	Salem (INT)	1,800
Salem (INT)	Moosup (INT)	1,800
Moosup (INT)	Boston	1,700

§ 610.16 *Green civil airway No. 6 (Alice, Tex., to Norfolk, Va.).*

From—	To—	Altitude
Alice	Corpus Christi	1,400
Corpus Christi	Palacios	1,400
Palacios	Houston	1,500
Houston	Beaumont	1,600
Beaumont	Lake Charles	1,300
Lake Charles	New Orleans	1,500
New Orleans	Keesler	1,500
Keesler	Mobile	1,500
Mobile	Maxwell	1,500
Maxwell	Atlanta	2,100
Atlanta	Spartanburg	2,800
Spartanburg	Greensboro	2,800
Greensboro	Blackstone	2,300
Blackstone	Richmond	1,500
Richmond	Norfolk	1,500

§ 610.17 *Green civil airway No. 7 (Nome, Alaska, to Fairbanks, Alaska).*

From—	To—	Altitude
Nome	Moses Point	7,000
Moses Point	Koyuk (INT)	4,000
Koyuk (INT)	Galena	6,000
Galena	Galtan (INT)	5,800
Galtan (INT)	Fairtan (INT)	5,000
Fairtan (INT)	Fairbanks	3,900

[Amdt. 2, 13 F. R. 1829]

§ 610.18 *Green civil airway No. 8 (Attu, Alaska, to Northway, Alaska).*

From—	To—	Altitude
Attu	Shemya	2,200
Shemya	Adak	8,000
Adak	Atka	7,800
Atka	North Shore	6,700
North Shore	Cape Mordvinoff (INT).	7,700
Cape Mordvinoff (INT).	Ft. Randall	6,900
Ft. Randall	Port Heiden	9,900
Port Heiden	Naknek	1,500
Naknek	Reindeer (INT)	5,000
Reindeer (INT)	Anchor Point (INT)	9,000
Anchor Point (INT)	Homer	2,600
Homer	Kenai	4,000
Kenai	Anchorage	1,500
Anchorage	Wasilla (INT)	6,800
Wasilla (INT)	Gulkana	10,500
Gulkana	Northway	10,500

[Amdt. 2, 13 F. R. 1829]

AMBER CIVIL AIRWAYS

§ 610.21 *Amber civil airway No. 1 (Annette, Alaska, to Nome, Alaska).*

From—	To—	Altitude
Annette	Bartolome (INT)	6,000
Bartolome (INT)	Sitka	5,000
Sitka	Cape Spencer (INT)	5,000
Cape Spencer (INT).	Yakutat	2,200
Yakutat	S. Yakataga	1,500
S. Yakataga	Cordova	5,000
Cordova	Whittier (INT)	8,000
Whittier (INT)	Anchorage	10,000
Anchorage	Sustina	1,500
Sustina	Skwentna	5,500
Skwentna	Farewell	11,000
Farewell	McGrath	5,500
McGrath	Unalakleet	6,000
Unalakleet	Nome	2,500

[Amdt. 2, 13 F. R. 1829]

§ 610.22 *Amber civil airway No. 2 (Whitehorse, Alaska, to Fairbanks, Alaska).*

From—	To—	Altitude
Whitehorse	Aishihik	9,000
Aishihik	Snag	8,000
Snag	Northway	6,400
Northway	Tanacross	8,000
Tanacross	Big Delta	7,000
Big Delta	Clear Creek (INT)	5,500
Clear Creek (INT)	Fairbanks	2,000

[Amdt. 2, 13 F. R. 1829]

§ 610.23 *Amber civil airway No. 3 (Harrington Ranch, N. Mex., to Great Falls, Mont.).*

From—	To—	Altitude
Harrington Ranch (INT).	Engle	10,000
Engle	Albuquerque	10,000
Tapia (INT)	Las Vegas	10,000
Las Vegas	Trinidad	11,000
Trinidad	Pueblo	7,500
Pueblo	Colorado Springs	8,000
Colorado Springs	Denver	8,500
Denver	Cheyenne	7,500
Cheyenne	Diamond (INT)	7,500
Diamond (INT)	Casper	7,500
Casper	Ucross (INT)	7,500
Ucross (INT)	Sheridan	7,000
Sheridan	Billings	8,000
Billings	Lewistown	8,000
Lewistown	Great Falls	9,000

§ 610.24 *Amber civil airway No. 4 (Brownsville, Tex., to Minot, N. Dak.).*

From—	To—	Altitude
Brownsville	Alice	1,500
Alice	Alamo	2,000
Alamo	Austin	2,000
Austin	Waco	2,000
Waco	Womack (INT)	1,700
Womack (INT)	Fort Worth	2,000
Fort Worth	Marietta (INT)	2,000
Marietta (INT)	Oklahoma City	2,500
Oklahoma City	Newalla (INT)	2,700
Newalla (INT)	Tulsa	1,000
Tulsa	Claremore (INT)	2,000
Claremore (INT)	Chanute	2,500
Chanute	Eudora (INT)	2,100
Eudora (INT)	Kansas City	2,300
Kansas City	St. Joseph	2,400
St. Joseph	Omaha	2,500
Omaha	Sioux City	2,500
Sioux City	Sioux Falls	2,400
Sioux Falls	Huron	2,000
Huron	Aberdeen	2,500
Aberdeen	Bismarck	3,500
Bismarck	Minot	3,400

§ 610.25 *Amber civil airway No. 5 (New Orleans, La., to Milwaukee, Wis.).*

From—	To—	Altitude
New Orleans	Jackson	1,600
Jackson	Greenwood	1,700
Greenwood	Memphis	1,300
Memphis	Advance	1,800
Advance	Crystal City (INT)	2,400
Crystal City (INT)	St. Louis	2,000
St. Louis	Jerseyville (INT)	1,700
Jerseyville (INT)	Springfield	1,900
Springfield	Pontiac (INT)	2,000
Pontiac (INT)	Joliet	2,000
Joliet	Downers Grove (INT)	2,000
Downers Grove (INT)	Wilson (INT)	2,000
Wilson (INT)	Milwaukee	2,500

§ 610.26 *Amber civil airway No. 6 (Jacksonville, Fla., to Elyria, Ohio).*

From—	To—	Altitude
Jacksonville	Alma	1,500
Alma	Macon	1,500
Macon	Atlanta	2,200
Atlanta	Chattanooga	4,000
Chattanooga	Nashville	4,000
Nashville	Greenbrier (INT)	2,000
Greenbrier (INT)	Bowling Green	2,000
Bowling Green	Louisville	2,200
Louisville	Union (FM)	2,500
Union (FM)	Cincinnati	2,300
Cincinnati	Dayton	2,300
Columbus	Hayesville	2,500
Hayesville	Elyria	2,500

§ 610.27 *Amber civil airway No. 7 (Key West, Fla., to Caribou, Maine).*

From—	To—	Altitude
Key West	Miami	1,400
Miami	Fort Lauderdale (FM).	1,400
Fort Lauderdale (FM).	West Palm Beach (Northbound).	1,200
West Palm Beach	Fort Lauderdale (Southbound).	1,400
West Palm Beach	Melbourne	1,200
Melbourne	Daytona Beach	1,200
Daytona Beach	Jacksonville	1,200
Jacksonville	Savannah	1,200
Savannah	Charleston	1,300
Charleston	Florence	1,200
Florence	Lumberton (INT)	1,300
Lumberton (INT)	Raleigh	1,900
Raleigh	Rawlings (INT)	1,500
Rawlings (INT)	Chester (INT)	1,500
Chester (INT)	Richmond	1,500
Richmond	Summit (INT)	1,500
Summit (INT)	Doncaster (INT)	1,500
Doncaster (INT)	Mount Vernon (INT)	1,500
Mount Vernon (INT)	Washington	1,500
Washington	Relay (INT)	1,600
Relay (INT)	Loch Raven (INT)	1,500
Loch Raven (INT)	Boothwyn (INT)	1,700
Boothwyn (INT)	Philadelphia SW	1,300
Philadelphia SW	Philadelphia NE	1,700
Philadelphia NE	Metuchen (INT)	1,500
Metuchen (INT)	Newark	1,500
Newark	Little Ferry (INT)	2,300
Little Ferry (INT)	Yonkers (INT)	1,600
Yonkers (INT)	Port Chester (INT)	1,500
Port Chester (INT)	Meriden (INT)	2,000
Meriden (INT)	Hartford	2,000
Hartford	Woodstock (INT) (Northbound).	2,400
Woodstock (INT)	Hartford (Southbound).	2,000
Woodstock (INT)	Boston	2,400
Boston	Peabody (INT)	1,300
Peabody (INT)	Portsmouth (INT)	1,500
Portsmouth (INT)	Portland	1,700
Portland	Augusta	1,900
Augusta	Waterville (INT)	1,700
Waterville (INT)	Dixmont (INT)	2,300
Dixmont (INT)	Bangor	2,300
Bangor	East Corinth (INT)	1,700
East Corinth (INT)	Millinocket	2,300
Millinocket	Uncolcus Pond (INT)	3,500
Uncolcus Pond (INT)	Presque Isle	2,500
Presque Isle	Caribou	1,900

§ 610.28 *Amber civil airway No. 8 (Los Angeles, Calif., to The Dalles, Oreg.).*

From—	To—	Altitude
Los Angeles	Santa Barbara	6,000
Santa Barbara	Paso Robles	7,000
Paso Robles	Salinas	7,000
Salinas	Bolinas (INT)	6,000
Bolinas (INT)	Golden Gate (INT)	3,000
Golden Gate (INT)	Richmond (INT)	4,000
Richmond (INT)	Fairfield-Suisun	4,000
Fairfield-Suisun	Sacramento	2,500
Red Bluff	Whitmore	6,000
Whitmore	Klamath Falls	10,000
Klamath Falls	Redmond	10,000
Redmond	The Dalles	7,000

RED CIVIL AIRWAYS

§ 610.31 *Red civil airway No 1 (Portland, Oreg., to Kansas City, Mo.).*

From—	To—	Altitude
Portland	The Dalles	7,000
The Dalles	Pendleton	4,000
Pendleton	Baker	10,000
Baker	Boise	9,000
Boise	Gooding	9,000
Gooding	Burley	7,000
Burley	Malad City	11,000
Malad City	Fort Bridger	12,000
Laramie	Dacone (INT)	11,500
Akron	Salina	5,000
Salina	Topeka	3,000
Topeka	Kansas City	2,500

§ 610.32 *Red civil airway No. 2 (Butte, Mont., to Rapid City, S. Dak.).*

From—	To—	Altitude
Butte	Whitehall	10,000
Whitehall	Bozeman	9,000
Sheridan	Wright (INT)	7,000
Wright (INT)	Rapid City	9,000

§ 610.33 *Red civil airway No. 3 (Philipsburg, Pa., to Port Chester, N. Y.).*

From—	To—	Altitude
Philipsburg	Harrisburg	4,000
Philadelphia	Freehold (INT)	1,700
Freehold (INT)	Flatbush (INT)	1,500
LaGuardia	Port Chester (INT)	1,500

§ 610.34 [*Unassigned.*]

§ 610.35 *Red civil airway No. 5 (Sioux Falls, S. Dak., to Minneapolis, Minn.).*

From—	To—	Altitude
Sioux Falls	Minneapolis	3,000

§ 610.36 *Red civil airway No. 6 (Mormon Mesa, Nev., to Omaha, Nebr.).*

From—	To—	Altitude
Mormon Mesa (INT)	St. George	9,000
St. George	Bryce Canyon	13,000
Bryce Canyon	Hanksville	13,000
Hanksville	Grand Junction	10,000
Grand Junction	Eagle	14,000
Eagle	Denver	16,000
Denver	Akron	6,600
Akron	Hayes Center	5,600
Hayes Center	Curtis (INT)	4,500
Curtis (INT)	Grand Island	4,500
Grand Island	Lincoln	3,200
Lincoln	Omaha	2,700

§ 610.37 *Red civil airway No. 7 (Greenville, S. C., to Greensboro, N. C.).*

From—	To—	Altitude
Greenville	Spartanburg	3,000
Spartanburg	Charlotte	2,800
Charlotte	Mooresville (INT)	2,500
Winston-Salem	Greensboro	2,400

§ 610.38 *Red civil airway No. 8 (Lock Haven, Pa., to Kingston, Pa.).*

From—	To—	Altitude
Lock Haven (INT)	Williamsport	3,500
Williamsport	Kingston (INT)	3,600

§ 610.39 *Red civil airway No. 9 (San Diego, Calif., to Winslow, Ariz.).*

From—	To—	Altitude
San Diego	Mt. Laguna (Eastbound).	9,000
Mt. Laguna	San Diego (Westbound).	8,000
Mt. Laguna	El Centro	9,000
El Centro	Yuma	3,000
Yuma	Gila Bend	4,000
Gila Bend	Casa Grande	5,000
Phoenix	Winslow	10,000

§ 610.40 *Red civil airway No. 10 (Trinidad, Colo., to Charleston, S. C.).*

From—	To—	Altitude
Trinidad	Amarillo	9,500
Amarillo	Clarendon	4,700
Clarendon	Wichita Falls	3,900
Wichita Falls	Haslett (INT)	2,200
Haslett (INT)	Fort Worth	2,000
Fort Worth	Dallas	2,000
Dallas	Wills Point (INT)	2,000
Wills Point (INT)	Shreveport	1,600
Shreveport	Monroe	1,500
Monroe	Jackson	1,500
Jackson	Meridian	1,800
Meridian	Birmingham (Eastbound).	2,500
Birmingham	Meridian (Westbound).	2,000
Birmingham	Atlanta	4,000
Atlanta	Augusta	2,800
Augusta	Charleston	1,500

§ 610.41 *Red civil airway No. 11 (Tulsa, Okla., to Boston, Mass.).*

From—	To—	Altitude
Tulsa	Neosho (INT)	2,200
Neosho (INT)	Springfield	2,400
Springfield	Vichy	2,400
Vichy	St. Peters (INT)	2,200
St. Peters (INT)	St. Louis	1,700
Wood River (INT)	Evansville	2,000
Evansville	Louisville	2,000
Louisville	Huntington	2,600
Elmira	Albany	3,500
Albany	Greenfield (INT)	5,500
Greenfield (INT)	Gardner (INT)	3,000
Gardner (INT)	Boston	3,000

§ 610.42 *Red civil airway No. 12 (Kansas City, Mo., to Romulus, Mich.).*

From—	To—	Altitude
Kansas City	Excelsior Springs (INT).	2,200
Excelsior Springs (INT).	Kuksville	2,300

From—	To—	Altitude
Kirksville	Burlington	2,000
Burlington	Monmouth (INT)	2,000
Monmouth (INT)	Bradford (INT)	2,100
Bradford (INT)	Joliet	2,000
Joliet	Downers Grove (INT).	2,300
Downers Grove (INT).	Chicago	2,300
Chicago	South Bend	2,300
South Bend	Union (INT)	2,000
Union (INT)	Bridgewater (INT)	2,400
Bridgewater (INT)	Romulus	2,000

§ 610.43 *Red civil airway No. 13 (Sunbury, Pa., to Franklin, Mass.).*

From—	To—	Altitude
Sunbury	Wilkes-Barre	4,000
Wilkes-Barre	New Hackensack	3,500
New Hackensack	Hartford	3,000
Hartford	Moosup (INT)	2,000
Moosup (INT)	Providence	1,600
Providence	Franklin (INT)	1,500

§ 610.44 *Red civil airway No. 14 (Lone Rock, Wis., to Louisville, Ky.).*

From—	To—	Altitude
Lone Rock	Rockford	2,800
Rockford	Joliet	2,100
Chicago	Lansing (INT)	2,000
Lansing (INT)	Lafayette (INT)	1,800
Lafayette (INT)	Indianapolis	2,100
Indianapolis	Louisville	2,200

§ 610.45 *Red civil airway No. 15 (Gila Bend, Ariz., to Prescott, Ariz.).*

From—	To—	Altitude
Gila Bend	White Tank	5,000
Phoenix	Prescott	10,000

§ 610.46 *Red civil airway No. 16 (Augusta, Ga., to Florence, S. C.).*

From—	To—	Altitude
Augusta	Columbia	1,600
Columbia	Florence	1,500

§ 610.47 *Red civil airway No. 17 (Fort Wayne, Ind., to Baltimore, Md.).*

From—	To—	Altitude
Fort Wayne	Findlay	2,100
Findlay	Hayesville	2,500
Hayesville	Pittsburgh	2,500
Martinsburg	Libson (INT)	3,000
Lisbon (INT)	Relay (INT)	3,000
Relay (INT)	Baltimore	1,500

§ 610.48 *Red civil airway No. 18 (Greenfield, Ind., to Herndon, Va.).*

From—	To—	Altitude
Greenfield (INT)	Cincinnati	2,300
Cincinnati	Huntington	2,300
Huntington	Charleston	2,500
Charleston	Elkins	3,700
Elkins	Petersburg (INT)	3,300
Petersburg (INT)	Front Royal	3,300
Front Royal	Herndon (INT)	4,200

§ 610.49 *Red civil airway No. 19 (Grand Rapids, Mich., to Petersburg, W. Va.).*

From—	To—	Altitude
Grand Rapids	Goshen	2,100
Goshen	Fort Wayne	2,300
Fort Wayne	Dayton	2,200
Wellsburg (INT)	Morgantown	3,000
Morgantown	Petersburg (INT)	6,000

§ 610.50 *Red civil airway No. 20 (Lansing, Mich., to Chincoteague, Va.).*

From—	To—	Altitude
Lansing	Flint	2,300
Flint	Windsor	2,300
Windsor	Cleveland	1,900
Cleveland	Akron	2,700
Akron	Wellsburg	2,400
Pittsburgh	Mt. Pleasant (INT) (Eastbound).	4,500
Mt. Pleasant (INT)	Pittsburgh (Westbound).	2,500
Mount Pleasant (INT)	Flintstone (INT)	4,500
Flintstone (INT)	Martinsburg	4,000
Martinsburg	Herndon (INT)	3,000
Herndon (INT)	Washington	1,800
Washington	Brandywine (INT)	1,500
Brandywine (INT)	Huntingtown (INT)	1,500
Huntingtown (INT)	Meekins Neck (INT)	1,500
Meekins Neck (INT)	Chincoteague (INT)	1,500

§ 610.51 *Red civil airway No. 21 (Lansing, Mich., to Newark, N. J.).*

From—	To—	Altitude
Lansing	Saline (INT)	2,200
Romulus	Sandusky	2,300
Sandusky	Vermilion (INT)	1,900
Vermilion (INT)	Akron	2,500
Akron	E. Liverpool (INT)	2,500
E. Liverpool (INT)	Pittsburgh	2,500
Pittsburgh	New Alexandria (INT) (Eastbound).	4,500
New Alexandria (INT)	Pittsburgh (Westbound).	2,500
New Alexandria (INT)	N. Altoona (INT)	4,500
N. Altoona (INT)	Sunbury	4,500
Belfast (INT)	Newark	2,700

§ 610.52 *Red civil airway No. 22 (Canadian Boundary to Buffalo, N. Y.).*

From—	To—	Altitude
Canadian Boundary	Buffalo	2,100

§ 610.53 *Red civil airway No. 23 (Canadian Boundary to St. James, N. Y.).*

From—	To—	Altitude
Canadian Boundary	Buffalo	1,900
Buffalo	Elmira	3,500
Elmira	Branchville (INT)	3,500
Branchville (INT)	Patterson (INT)	3,000
Patterson (INT)	LaGuardia	1,700
LaGuardia	St. James (INT)	1,500

§ 610.54 *Red civil airway No. 24 (Amarillo, Tex., to Oklahoma City, Okla.).*

From—	To—	Altitude
Amarillo	Southeast Leg Gage	4,700
Southeast Leg Gage	Oklahoma City	3,000

§ 610.55 *Red civil airway No. 25 (Drifton, Fla., to Miami, Fla.).*

From—	To—	Altitude
Drifton (INT)	Cross City	1,200
Cross City	Tidewater (INT)	1,500
Tidewater (INT)	Tampa	1,500
Tampa	Fort Myers	1,300
Fort Myers	Tamiami (INT)	1,200
Tamiami (INT)	Miami	1,400

§ 610.56 *Red civil airway No. 26 (Syracuse, N. Y., to Slatington, Pa.).*

From—	To—	Altitude
Syracuse	Slatington (INT)	3,500

§ 610.57 *Red civil airway No. 27 (Knoxville, Tenn., to Willow Run, Mich.).*

From—	To—	Altitude
Knoxville	Corbin (VHF)	3,500
Corbin (VHF)	Lexington (VHF)	3,500
Lexington (VHF)	Cincinnati	3,500
Mount Healthy (INT)	Dayton	2,200
Dayton	Troy (INT)	2,500
Troy (INT)	Findlay	2,500
Findlay	Toledo	2,000
Toledo	Willow Run (INT)	2,000

§ 610.58 *Red civil airway No. 28 (Rockford, Ill., to Grand Rapids, Mich.).*

From—	To—	Altitude
Rockford	Wauconda (INT)	2,500
Chicago	Benton Harbor (INT)	2,300
Benton Harbor (INT)	Bangor (FM)	1,500
Bangor (FM)	Grand Rapids	1,500

§ 610.59 *Red civil airway No. 29 (Huntingtown, Md., to West Henrietta, N. Y.).*

From—	To—	Altitude
Huntingtown (INT)	Baltimore	1,500
Baltimore	Loch Raven (INT)	1,600
Loch Raven (INT)	Seven Valleys (INT)	2,000
Seven Valleys (INT)	Harrisburg	2,500
Harrisburg	Sunbury	3,500
Sunbury	Williamsport	3,500
Williamsport	Wellsburg (INT)	4,000
Mount Morris (INT)	West Henrietta (INT)	2,500

§ 610.60 *Red civil airway No. 30 (Mobile, Ala., to Jacksonville, Fla.).*

From—	To—	Altitude
Mobile	Molino (INT)	1,400
Molino (INT)	Crestview	1,200
Crestview	Tallahassee	1,400
Tallahassee	Drifton (INT)	1,400
Drifton (INT)	Jacksonville	1,200

§ 610.61 *Red civil airway No. 31 (Egbert, Wyo., to Hamel, Minn.).*

From—	To—	Altitude
Egbert (INT)	Scottsbluff	6,500
Scottsbluff	Hemingford (INT)	5,500
Hemingford (INT)	Rapid City	5,500
Rapid City	Pierre	4,400
Pierre	INT E leg Pierre and SW leg Huron.	3,300
INT E leg Pierre and SW leg Huron.	Huron	2,500
Huron	Watertown	2,800
Watertown	Willmar	3,200
Willmar	Hamel (INT)	2,500

§ 610.62 *Red civil airway No. 32 (Laredo, Tex., to Arcola, Tex.).*

From—	To—	Altitude
Laredo	San Antonio	2,000
Austin	Richmond	1,900
Richmond	Arcola (FM)	1,500

§ 610.63 *Red civil airway No. 33 (Richmond, Va., to Stewart, N. Y.).*

From—	To—	Altitude
Richmond	Gordonsville	3,000
Gordonsville	Remington (INT)	3,000
Remington (INT)	Arcola	2,400
Arcola	Lisbon (INT)	2,500
Lisbon (INT)	New Freedom (INT)	2,500
Seven Valleys (INT)	Lancaster (INT)	2,000
Lancaster (INT)	Allentown	2,500
Allentown	Belfast (INT)	2,700
Belfast (INT)	Branchville (INT)	2,700
Branchville (INT)	Stewart	3,000

§ 610.64 *Red civil airway No. 34 (Pulaski, Va., to Raleigh, N. C.).*

From—	To—	Altitude
Pulaski	Greensboro	7,000
Greensboro	Raleigh	2,400

§ 610.65 *Red civil airway No. 35 (Pueblo, Colo., to Wichita, Kans.).*

From—	To—	Altitude
Pueblo	La Junta	6,000
La Junta	Garden City	5,500
Garden City	Hutchinson	4,000
Hutchinson	Newton (INT)	2,700
Newton (INT)	Wichita	2,800

§ 610.66 *Red civil airway No. 36 (Rochester, Minn., to La Crosse, Wis.).*

From—	To—	Altitude
Rochester	La Crosse	2,500

§ 610.67 *Red civil airway No. 37 (Edgewood, Tex., to McLean, Va.).*

From—	To—	Altitude
Edgewood (INT)	Tyler	1,600
Tyler	Hawkins (INT)	1,600
Prescott (INT)	Little Rock	1,700
Little Rock	Stuttgart	1,500
Stuttgart	Asbury (INT)	1,500
Evergreen	Lynchburg	5,000
Lynchburg	Gordonsville	5,000
Gordonsville	Quantico	1,500
Quantico	McLean (INT)	1,800

§ 610.68 *Red civil airway No. 38 (Tankersly, Tex., to C-B Ranch, Tex.).*

From—	To—	Altitude
Tankersly (INT)	Goodfellow	3,500
Goodfellow	C-B Ranch (INT)	3,500

§ 610.69 *Red civil airway No. 39 (Bethel, Alaska, to Fairbanks, Alaska).*

From—	To—	Altitude
Bethel	Aniak	2,300
Aniak	McGrath	5,800
McGrath	Minchumina	6,800
Minchumina	Nenana	4,800
Nenana	Fairbanks	3,900

[Amdt. 2, 13 F. R. 1829]

§ 610.70 *Red civil airway No. 40 (Shemya, Alaska, to Homer, Alaska).*

From—	To—	Altitude
Shemya	Amchitka	5,000
Amchitka	Chunu (INT)	3,000
Chunu (INT)	Adak	4,900
Kodiak	Homer	6,000

[Amdt. 2, 13 F. R. 1829]

§ 610.71 *Red civil airway No. 41 (Yakutat, Alaska, to Gustavus, Alaska).*

From—	To—	Altitude
Cape Spencer (INT)	Gustavus	5,500

[Amdt. 2, 13 F. R. 1829]

§ 610.72 [*Unassigned.*]

§ 610.73 [*Unassigned.*]

§ 610.74 *Red civil airway No. 44 (Bellingham, Wash., to Princeton, British Columbia).*

From—	To—	Altitude
Bellingham	Princeton	10,000

§ 610.75 *Red civil airway No. 45 (Washington, D. C., to Lancaster, Pa.).*

From—	To—	Altitude
Washington	Baltimore	1,700
Baltimore	Loch Raven (INT)	1,600
Loch Raven (INT)	Lancaster (INT)	2,000

§ 610.76 *Red civil airway No. 46 (Aberdeen, S. Dak., to Watertown, S. Dak.).*

From—	To—	Altitude
Aberdeen	Watertown	3,000

§ 610.77 *Red civil airway No. 47 (Tampa, Fla., to Dayton Beach, Fla.).*

From—	To—	Altitude
Tampa	Orlando	1,500
Orlando	Daytona Beach	1,500

§ 610.78 *Red civil airway No. 48 (Helena, Mont., to Livingston, Mont.).*

From—	To—	Altitude
Helena	Livingston	10,000

§ 610.79 *Red civil airway No. 49 (Elko, Nev., to Fort Bridger, Wyo.).*

From—	To—	Altitude
Elko	Wendover	12,500
Wendover	Salt Lake City	11,000
Salt Lake City	Fort Bridger	13,000

§ 610.80 *Red civil airway No. 50 (Galena, Alaska, to Fairbanks, Alaska).*

From—	To—	Altitude
Galtan (INT)	Tanana	3,800
Tanana	Fairbanks (INT)	4,000
Nenana	Keevey (INT)	9,500

§ 610.81 [*Unassigned.*]

§ 610.82 *Red civil airway No. 52 (Memphis, Tenn., to Birmingham, Ala.).*

From—	To—	Altitude
Memphis	Muscle Shoals	2,000
Muscle Shoals	Birmingham	2,500

§ 610.83 *Red civil airway No. 53 (Joplin, Mo., to Halltown, Mo.).*

From—	To—	Altitude
Joplin	Halltown (INT)	2,500

§ 610.84 *Red civil airway No. 54 (Burley, Idaho, to Salt Lake City, Utah).*

From—	To—	Altitude
Burley	Strevell	12,500
Strevell	Salt Lake City	12,000

§ 610.85 *Red civil airway No. 55 (Burlington, Iowa, to Pontiac, Ill.).*

From—	To—	Altitude
Burlington	Peoria	2,000
Peoria	Pontiac (INT)	2,000

§ 610.86 [*Unassigned.*]

§ 610.87 [*Unassigned.*]

§ 610.88 [*Unassigned.*]

§ 610.89 *Red civil airway No. 59 (Dundee, Mich., to Canadian Border).*

From—	To—	Altitude
Dundee (INT)	Canadian Border	2,300

§ 610.90 *Red civil airway No. 60 (Oakland, Calif., to Peters, Calif.).*

From—	To—	Altitude
Oakland	Stockton	5,000
Stockton	Peters (INT)	2,500

§ 610.91 *Red civil airway No. 61 (Flintstone, Md., to Mount Vernon, Va.).*

From—	To—	Altitude
Flintstone (INT)	Martinsburg	4,000
Martinsburg	Arcola	3,600
Arcola	Mount Vernon (INT)	1,500

BLUE CIVIL AIRWAYS

§ 610.101 *Blue civil airway No. 1 (Pendleton, Oreg., to Spokane, Wash.).*

From—	To—	Altitude
Pendleton	Walla Walla	5,000
Walla Walla	Spokane	5,500

§ 610.102 *Blue civil airway No. 2 (Birmingham, Ala., to Erie, Pa.).*

From—	To—	Altitude
Birmingham	Chattanooga	4,000
Chattanooga	Knoxville	3,000
Elkins	Morgantown	5,300
Morgantown	Pittsburgh	3,000
Pittsburgh	Mercer (INT)	3,000
Mercer (INT)	Erie	2,500

§ 610.103 *Blue civil airway No. 3 (Molino, Fla., to Terre Haute, Ind.).*

From—	To—	Altitude
Molino (INT)	Pensacola	1,300
Pensacola	Crestview	1,300
Marianna (INT)	Dothan	1,400
Dothan	Maxwell	1,600
Maxwell	Birmingham	2,700
Muscle Shoals	Nashville	2,600
Greensburg	Evansville	2,000
Evansville	Terre Haute	1,900

§ 610.104 *Blue civil airway No. 4 (Boston, Mass., to Canadian Border).*

From—	To—	Altitude
Boston	Peabody (INT)	1,300
Peabody (INT)	Chester (INT)	1,500
Chester (INT)	Concord	2,000
Concord	Northfield (INT)	5,000
Northfield (INT)	Burlington	6,000
Burlington	Canadian Border	1,500

§ 610.105 *Blue civil airway No. 5 (Galveston, Tex., to Wichita, Kans.).*

From—	To—	Altitude
Galveston	Houston	1,300
Houston	Navasota	1,600
Navasota	Waco	1,900
Waco	Dallas	1,900
Dallas	Marietta (FM)	2,000
Oklahoma City	Portland (INT)	3,000
Portland (INT)	Wichita	2,500

§ 610.106 *Blue civil airway No. 6 (Abilene, Tex., to Muskegon, Mich.).*

From—	To—	Altitude
Abilene	Wichita Falls	3,000
Wichita Falls	Washington (INT)	2,300
Springfield	Peoria	1,900
Peoria	Bradford	2,000
South Bend	Benton Harbor (INT)	2,000
Bangor (INT)	Muskegon	1,800

§ 610.107 *Blue civil airway No. 7 (Evergreen, Calif., to Hamilton, Calif.).*

From—	To—	Altitude
Evergreen (FM)	San Francisco	6,000
Oakland	Richmond (INT)	3,000
Richmond (INT)	Hamilton	4,000

§ 610.108 *Blue civil airway No. 8 (Fargo, N. Dak., to Pembina, N. Dak.).*

From—	To—	Altitude
Fargo	Grand Forks	2,100
Grand Forks	Pembina	2,100

§ 610.109 *Blue civil airway No. 9 (Columbia, Mo., to Duluth, Minn.).*

From—	To—	Altitude
Columbia	Kirksville	2,000
Kirksville	Humeston (INT)	2,500
Humeston (INT)	Des Moines	2,500
Des Moines	Mason City (INT)	2,500
Mason City (INT)	LeRoy (INT)	2,500
LeRoy (INT)	Rochester	2,500
Rochester	Redwing (INT)	2,400
Minneapolis	Duluth	2,600

§ 610.110 *Blue civil airway No. 10 (Fresno, Calif., to Williams, Calif.).*

From—	To—	Altitude
Fresno	Sacramento	3,000
Sacramento	Williams	3,000

§ 610.111 *Blue civil airway No. 11 (Cleveland, Ohio, to Niagara Falls, N. Y.).*

From—	To—	Altitude
Cleveland	Perry (INT)	2,500
Perry (INT)	Kingsville (INT)	2,000
Kingsville (INT)	Erie	2,200
Erie	Dunkirk (INT)	2,500
Dunkirk (INT)	Angola (INT)	2,000
Angola (INT)	Buffalo	2,000
Buffalo	Niagara Falls	2,000

§ 610.112 *Blue civil airway No. 12 (The Dalles, Oreg., to Ellensburg, Wash.).*

From—	To—	Altitude
The Dalles	Yakima	8,000
Yakima	Ellensburg	5,000

§ 610.113 *Blue civil airway No. 13 (Houston, Tex., to Kansas City, Mo.).*

From—	To—	Altitude
Houston	Cleveland (VAR)	1,600
Cleveland (VAR)	Joaquin (VAR)	1,500
Joaquin (VAR)	Shreveport	1,500
Shreveport	Texarkana	1,700
Texarkana	Alma	3,800
Alma	Neosho (INT)	3,000
Neosho (INT)	Joplin	2,500
Joplin	Kansas City	2,500

§ 610.114 *Blue civil airway No. 14 (Mt. Laguna, Calif., to Wheeler Ridge, Calif.).*

From—	To—	Altitude
Mt. Laguna	Oceanside	9,000
Fontana (FM)	Riverside (Northbound).	12,000
Riverside	Fontana (FM) (Southbound).	5,000
Fontana (FM)	Palmdale	12,000
Palmdale	Wheeler Ridge (INT)	10,000

§ 610.115 *Blue civil airway No. 15 (Newark, Ohio, to Erie, Pa.).*

From—	To—	Altitude
Newark (INT)	Akron	2,400
Akron	Parkman (INT)	2,500
Parkman (INT)	N. Springfield (INT)	2,400
N. Springfield (INT)	Erie	2,200

§ 610.116 *Blue civil airway No. 16 (Dillon, Mont., to Garrison, Mont.).*

From—	To—	Altitude
Dillon	Butte	11,500
Butte	Garrison (INT)	9,000

§ 610.117 *Blue civil airway No. 17 (Umcolcus Pond, Maine, to Presque Isle, Maine).*

From—	To—	Altitude
Umcolcus Pond (INT)	Houlton	2,500
Houlton	Maplegrove (INT)	3,000
Maplegrove (INT)	Presque Isle	2,000

§ 610.118 *Blue civil airway No. 18 (Freehold, N. J., to Burlington, Va.).*

From—	To—	Altitude
Freehold (INT)	Idlewild	1,500
Idlewild	Greatneck (INT)	1,500
Greatneck (INT)	LaGuardia	1,500
Patterson	New Hackensack	3,000
New Hackensack	Coxsackie (FM)	3,000
Coxsackie (FM)	Albany (Northbound)	3,000
Albany	Coxsackie (FM) (Southbound).	5,000
Do	Burlington	4,000

§ 610.119 *Blue civil airway No. 19 (Melbourne, Fla., to Orlando, Fla.).*

From—	To—	Altitude
Melbourne	Orlando	1,500

§ 610.120 *Blue civil airway No. 20 (Millville, N. J., to Allentown, Pa.).*

From—	To—	Altitude
Millville	Boothwyn (INT)	1,500
Philadelphia	Allentown	2,700

§ 610.121 *Blue civil airway No. 21 (E. Liverpool, Ohio, to Kingsville, Ohio).*

From—	To—	Altitude
East Liverpool (INT)	Youngstown	2,700
Youngstown	Kingsville (INT)	2,500

§ 610.122 *Blue civil airway No. 22 (Altheimer, Ark., to Portland, Kans.).*

From—	To—	Altitude
Altheimer (INT)	Little Rock	1,300
Little Rock	Alma	3,800
Alma	Tulsa	3,000
Tulsa	Portland (INT)	2,500

§ 610.123 *Blue civil airway No. 23 (Wixom, Mich., to Flint, Mich.).*

From—	To—	Altitude
Wixom (FM)	Flint	2,200

§ 610.124 [*Unassigned.*]

§ 610.125 *Blue civil airway No. 25 (Cordova, Alaska, to Big Delta, Alaska).*

From—	To—	Altitude
Cordova	Gulkana	9,500
Gulkana	Big Delta	13,000

[Amdt. 2, 13 F. R. 1829]

§ 610.126 *Blue civil airway No. 26 (Anchorage, Alaska, to Fairbanks, Alaska).*

From—	To—	Altitude
Anchorage	Talkeetna (Rbn)	6,000
Talkeetna (Rbn)	Summit	10,000
Summit	Keevey (INT)	9,500
Keevey (INT)	Clear Creek (INT)	9,500
Clear Creek (INT)	Fairbanks	2,000

[Amdt. 2, 13 F. R. 1829]

§ 610.127 *Blue civil airway No. 27 (Kodiak, Alaska, to Kotzebue, Alaska).*

From—	To—	Altitude
Kodiak	Rocky Point (INT)	6,000
Rocky Point (INT)	Naknek	10,300
Naknek	Bethel	7,500
Bethel	Nome	3,500
Nome	Kotzebue	6,000

[Amdt. 2, 13 F. R. 1829]

§ 610.128 *Blue civil airway No. 28 (Charleston, S. C., to Columbia, S. C.).*

From—	To—	Altitude
Charleston	Columbia	1,500

§ 610.129 [*Unassigned.*]

§ 610.130 *Blue civil airway No. 30 (Alamo, Tex., to Big Spring, Tex.).*

From—	To—	Altitude
Alamo	Medina (INT)	2,700
Medina (INT)	C-B Ranch (INT)	3,500
C-B Ranch (INT)	Big Spring	4,000

§ 610.131 *Blue civil airway No. 31 (Monmouth, Ill., to Moline, Ill.).*

From—	To—	Altitude
Monmouth (INT)	Moline	2,000

§ 610.132 *Blue civil airway No. 32 (Skwentna, Alaska, to Summit, Alaska).*

From—	To—	Altitude
Skwentna	Summit	11,000

[Amdt. 2, 13 F. R. 1829]

§ 610.133 *Blue civil airway No. 33 (Fort Wayne, Ind., to Archbold, Ohio).*

From—	To—	Altitude
Fort Wayne	Archbold	2,300

§ 610.134 [*Unassigned.*]

§ 610.135 *Blue civil airway No. 35 (Brookfield, Mo., to Humeston, Mo.).*

From—	To—	Altitude
Brookfield (INT)	Humeston (INT)	2,500

§ 610.136 *Blue civil airway No. 36 (Akron, Colo., to North Platte, Nebr.).*

From—	To—	Altitude
Akron	North Platte	5,500

§ 610.137 *Blue civil airway No. 37 (Casper, Wyo., to Wright, Wyo.).*

From—	To—	Altitude
Casper	Wright (INT)	7,500

§ 610.138 *Blue civil airway No. 38 (Annette, Alaska, to Whitehorse, Alaska).*

From—	To—	Altitude
Annette	Petersburg	5,700
Petersburg	Gustavus	7,000
Gustavus	Haines	9,400
Haines	Tanacross (INT)	9,800
Tanacross (INT)	Whitehorse	9,500

[Amdt. 2, 13 F. R. 1829]

§ 610.139 *Blue civil airway No. 39 (Tri-City, Tenn., to South Onondaga, N. Y.).*

From—	To—	Altitude
Tri-City	Painsville	6,300
Painsville	Charleston	5,000
Sutton (INT)	Morgantown	4,000
Morgantown	Mt. Pleasant (INT)	4,000
North Altoona (INT)	Phillipsburg	4,500
Phillipsburg	Elmira	4,500
Elmira	South Onondaga (INT)	3,500

§ 610.140 *Blue civil airway No. 40 (Concord, N. H., to Burlington, Vt.).*

From—	To—	Altitude
Concord	Lebanon	5,000
Lebanon	Montpelier	4,500
Montpelier	Burlington	6,000

§ 610.141 *Blue civil airway No. 41 (Port Chester, N. Y., to Topsfield, Maine).*

From—	To—	Altitude
Port Chester (INT)	Bridgeport	1,500
Bridgeport	Hartford	2,000
Hartford	Westfield	2,500
Concord	Portland	2,500
Bangor	Topsfield (INT)	2,500

§ 610.142 *Blue civil airway No. 42 (Burr Oak, Mich., to Battle Creek, Mich.).*

From—	To—	Altitude
Burr Oak (INT)	Battle Creek	2,100

§ 610.143 *Blue civil airway No. 43 (Garden City, Ala., to Walter Hill, Tenn.).*

From—	To—	Altitude
Garden City (INT)	Walter Hill (FM)	2,500

§ 610.144 *Blue civil airway No. 44 (Advance, Mo., to Fort Wayne, Ind.).*

From—	To—	Altitude
Advance	Paducah	2,000
Paducah	Evansville	2,000
Indianapolis	Fort Wayne	2,200

§ 610.145 *Blue civil airway No. 45 (St. Martinville, La., to Baton Rouge, La.).*

From—	To—	Altitude
St. Martinville (INT)	Baton Rouge	1,500

§ 610.146 *Blue civil airway No. 46 (Wheeler Ridge, Calif., to Morgan Hill, Calif.).*

From—	To—	Altitude
Wheeler Ridge (INT)	Morgan Hill (INT)	7,000

§ 610.147 *Blue civil airway No. 47 (Flintstone, Md., to North Altoona, Pa.).*

From—	To—	Altitude
Flintstone (INT)	Altoona	4,700
Altoona	North Altoona (INT)	4,500

DIRECT ROUTES

§ 610.151 *Northeast United States (east of longitude 97°, north of latitude 38°).*

From—	To—	Altitude
New York, N. Y.	New Hackensack, N. Y.	2,800
Do	Boston, Mass.	2,000
Providence, R. I.	New Bedford, Mass.	1,500
Topsfield (INT), Maine	Houlton, Maine	2,300
Bangor, Maine	Blissville, Canada	2,500
Boston, Mass.	Hyannis, Mass.	1,500
New Bedford, Mass.	do	1,500
Syracuse, N. Y.	Henderson Bay (INT), N. Y.	2,000
Henderson Bay (INT), N. Y.	Watertown (VAR), N. Y.	2,000
Watertown (VAR), N. Y.	Ogdensburg (INT), N. Y.	3,000
Ogdensburg (INT), N. Y.	Massena (VAR), N. Y.	3,000
Massena (VAR), N. Y.	Canadian Border (St. Remi (INT).	2,000
Watertown (VAR), N. Y.	(Ottawa) Canadian Border (Smith Falls INT).	2,000
Massena (VAR), N. Y.	Canadian Border (Ottawa Casselmon INT).	2,000
Blackstone, Va.	Washington, D. C.	1,500
Bradley Field, Conn.	Woodstock (INT), Conn.	2,500

From—	To—	Altitude
Millville, N. J	Atlantic City, N. J	1,300
Forked River (INT), N. J.	do	1,800
Norfolk, Va	Philadelphia, Pa	1,500
Pittsburgh, Pa	Charleston, W. Va	3,000
Morgantown, W. Va	do	3,000
Herndon (FM), Va	Beltsville (FM), Md	1,700
Dundee (INT), Mich	Archbold (INT), Ohio	2,000
Little Rock, Ark	St. Louis, Mo	3,000
Roanoke, Va	Elkins, W. Va	7,000
Joliet, Ill	Peoria, Ill	2,000
Battle Creek, Mich	Willow Run, Mich	2,500
Highland (INT), Mich	Windsor, Ontario, Canada.	2,300
Greenfield (FM), Ind	Advance (FM), Ind	2,400
Indianapolis, Ind	Evansville, Ind	2,000
South Bend, Ind	Goshen Ind	2,100
Goshen, Ind	Findlay, Ohio	2,100
Sault Ste. Marie, Mich	Traverse City, Mich	2,500
Traverse City, Mich	Grand Rapids, Mich	3,000
Do	Saginaw, Mich	2,500
Saginaw, Mich	Flint, Mich	2,000
South Bend, Ind	North Liberty (INT), Ind.	2,000
Muskegon, Mich	Benton Harbor (INT), Mich.	1,800
Moline, Ill	Milwaukee, Wis	2,500
Milwaukee, Wis	South Bend, Ind	2,500
South Bend, Ind	Goshen, Ind	2,100
Lebo, Kans	Topeka, Kans	2,400
Topeka, Kans	St. Joseph, Mo	2,500
Rochester, Minn	Minneapolis, Minn	2,500
Mason City, Iowa	Rochester, Minn	2,500
Do	Minneapolis, Minn	2,500
Omaha, Nebr	do	2,500
Sioux City, Iowa	do	3,000
Des Moines, Iowa	Sioux City, Iowa	2,500
Ottumwa, Iowa	Des Moines, Iowa	2,500
St. Louis, Mo	Ottumwa, Iowa	2,500
New Florence, Mo	Kirksville, Mo	2,000
Kansas City, Mo	Des Moines, Iowa	2,500
St. Peters (FM), Mo	Jerseyville (FM), Ill	2,000

§ 610.152 *Southeast United States (east of longitude 97°, south of latitude 38°).*

From—	To—	Altitude
Chattanooga, Tenn	Louisville, Ky	4,500
Dallas, Tex	Houston, Tex	1,900
Do	Tulsa, Okla	2,200
Walnut Ridge, Ark	do	3,400
Lynchburg, Va	Richmond, Va	3,000
Norfolk, Va	Washington, D. C	1,500
Blackstone, Va	do	1,500
Montgomery, Ala	Birmingham, Ala	2,700
Charleston, S. C	Lumberton, N. C	1,300
Orlando, Fla	Jacksonville, Fla	1,500
Jacksonville, Fla	Charleston, S. C	1,300
Raleigh, N. C	Blackstone, Va	1,700
Cross City, Fla	Albany, Ga	1,500
Tallahassee, Fla	do	1,400
Albany, Ga	Atlanta, Ga	2,200
Birmingham, Ala	Muscle Shoals, Ala	2,500
Do	Memphis, Tenn	2,500
Savannah, Ga	Columbia, S. C	1,500
Columbia, S. C	Charlotte, N. C	2,500
Do	Greensboro, N. C	2,500
Greensboro, N. C	Roanoke, Va	6,000
Roanoke, Va	Elkins, W. Va	7,000
Columbia, S. C	Atlanta, Ga	2,800
Savannah, Ga	Augusta, Ga	1,600
Do	Macon, Ga	1,500
Augusta, Ga	Atlanta, Ga	2,800
Atlanta, Ga	Columbus, Ga	2,500
Columbus, Ga	Montgomery, Ala	1,600
Montgomery, Ala	Meridian, Miss	1,800
Melbourne, Fla	Charleston, S. C	1,400
Charleston, S. C	Norfolk, Va	1,400
Norfolk, Va	Philadelphia, Pa	1,500
Key West, Fla	Tampa, Fla	1,500
Tampa, Fla	New Orleans, La	1,300
Miami, Fla	Tampa, Fla	1,400
Tampa, Fla	Jacksonville, Fla	1,300
Norfolk, Va	Raleigh, N. C	1,500
Rocky Mount, N. C	do	1,500
Richmond, Va	Rocky Mount, N. C	1,500
Chattanooga, Tenn	Harvest, Ala	4,000
Harvest, Ala	Muscle Shoals, Ala	2,500
Spartanburg, S. C	Chattanooga, Tenn	7,500
Do	Hendersonville (INT), N. C.	6,300
Hendersonville (INT), N. C.	Morristown (INT), Tenn.	8,000
Knoxville, Tenn	Chattanooga, Tenn	4,500
Chattanooga, Tenn	Birmingham, Ala	4,000
Walnut Ridge, Ark	Kennett (INT), Ark	2,500
Kennett (INT), Ark	Paris (North leg JK), Tenn.	2,500
Paris, Tenn	Nashville, Tenn	2,500
Atlanta, Ga	Knoxville, Tenn	7,000
Lexington, Ky	do	5,600
Nashville, Tenn	Bowling Green, Ky	2,000
Memphis, Tenn	Dyersburg, Tenn	1,800
Dyersburg, Tenn	Paducah, Ky	1,500
Birmingham, Ala	Jackson, Miss. (Westbound).	2,000
Jackson, Miss	Birmingham, Ala. (Eastbound).	2,500
Texarkana, Ark	Shreveport, La	1,700
Shreveport, La	Alexandria, La	1,500
Alexandria, La	Baton Rouge, La	1,500
Baton Rouge, La	New Orleans, La	1,500
Arcadia, La	Memphis, Tenn	1,600
Memphis, Tenn	Int. N leg Stuttgart, Ark.	1,800
North leg Stuttgart, Ark.	Little Rock, Ark	1,500
Shreveport, La	Prescott, Ark. (INT)	1,700
Do	El Dorado (VAR), Ark.	1,500
El Dorado (VAR), Ark.	Little Rock, Ark	1,700
Houston, Tex	Yoakum, Tex	1,500
Little Rock, Ark	Walnut Ridge, Ark	1,500
Walnut Ridge, Ark	Greenville (INT), Mo.	1,500
Little Rock, Ark	St. Louis, Mo	3,000
Tyler, Tex	Houston, Tex	1,600
Do	Shreveport, La	1,600
Do	Dallas, Tex	2,000

§ 610.153 *Southwest United States (west of longitude 97°, south of latitude 40°).*

From—	To—	Altitude
Austin, Tex	Goodfellow, Tex	3,500
Goodfellow, Tex	Midland, Tex	4,300
Midland, Tex	Lubbock, Tex	4,500
Lubbock, Tex	Amarillo, Tex	5,000
Wichita Falls, Tex	Lubbock, Tex	5,000
Lubbock, Tex	Hobbs, N. M	5,000
Hobbs, N. M	Carlsbad, N. M	5,000
Carlsbad, N. M	Roswell, N. M	5,000
Hobbs, N. M	Wink, Tex	5,000
Do	Midland, Tex	5,000
Do	Roswell, N. M	6,000
Roswell, N. Mex	Albuquerque, N. Mex	12,000
Lubbock, Tex	Big Spring, Tex	4,500
Do	Abilene, Tex	4,500
Dallas, Tex	South Fort Worth (INT), Tex.	2,000
South Fort Worth (INT), Tex.	Gordon (INT), Tex	2,500
Gordon (INT), Tex	Strawn (INT), Tex	2,500
Newalla (FM), Okla	Washington (FM), Okla.	2,500
Hutchinson, Kans	Salina, Kans	3,000
Mexican Border	Alice, Tex	2,000
Alice, Tex	Austin, Tex	3,000
Houston, Tex	Yoakum, Tex	1,500
Yoakum, Tex	San Antonio, Tex	2,200
Wichita, Kans	Ponca City, Okla	2,500
Ponca City, Okla	Oklahoma City, Okla	3,100
Brownsville, Tex	Moore (INT), Tex	1,500
Moore (INT), Tex	Laredo, Tex	1,700
San Antonio, Tex	Corpus Christi, Tex	2,200
Paso Robles, Cal	Hollister (INT), Cal	6,000
Hollister (INT) Calif	Evergreen (FM), Calif	6,000
Salinas, Calif	Hollister (INT), Calif.	6,000
Oakland, Calif	Modesto, Calif	5,000
Boulder City, Nev	Winslow, Ariz	14,500
Thurman (VAR) Colo	Akron, Colo	6,600
Denver, Colo	Thurman (VAR), Colo.	6,600
Thurman (VAR) Colo.	Goodland (VAR), Kans.	6,000
Goodland (VAR) Kans.	Hill City (VAR), Kans.	5,000
Hill City (VAR), Kans.	Waldo (VAR), Kans	4,000
Waldo (VAR), Kans	Salina (VAR), Kans	3,000
Salina (VAR), Kans	Topeka (VAR), Kans.	3,000
Phoenix, Ariz	Safford, Ariz	12,500
Safford, Ariz	Mt. Riley (INT), N. Mex.	12,500
Indio (INT), Calif	Prescott, Ariz	10,000
El Centro, Calif	Indio, Calif	9,000
Indio, Calif	Indio (INT), Calif	13,000
El Centro, Calif	Phoenix, Ariz	6,000
Silver Lake (INT), Calif.	South leg Needles, Calif.	9,000
South leg Needles, Calif.	Phoenix, Ariz	7,000
Blythe, Calif	Gila Bend, Ariz	7,000
Tucson, Ariz	Douglas, Ariz	10,000
Douglas, Ariz	Rodeo, N. Mex	11,000

§ 610.154 *Northwest United States (west of longitude 97°, north of latitude 40°).*

From—	To—	Altitude
Pendleton, Oreg	Yakima, Wash	6,000
Burley, Idaho	Pocatello, Idaho	7,000
Elko, Nev	Int. southwest leg Burley, Idaho.	12,000
Int. northeast leg Elko, Nev.	Burley, Idaho	12,000
Lucin, Utah	Goose Creek (INT), Idaho.	12,000
Goose Creek (INT), Idaho.	Burley, Idaho	12,000
Klamath Falls, Oreg	Ashland (INT), Oreg.	10,000
Rock Springs, Wyo	Kemmerer, Wyo	12,000

MAPPED AREAS

§ 610.161 *IFR altitude minimums over mapped areas.* Except when necessary for taking off or landing, no person shall operate an aircraft in accordance with IFR along any route, or portion thereof, which is not listed in §§ 610.10 to 610.154, and which is within the shaded areas shown on the map of (a) the United States entitled "Designated Mountainous Areas, Figure 1," or (b) Alaska entitled "Designated Mountainous Areas, Figure 2," at an altitude of less than 2,000 feet above the highest obstacle within a horizontal distance of 5 miles on either side of the center of the course intended to be flown.

[Amdt. 2, 13 F. R. 1829]

GENERAL

§ 610.162 *IFR altitude minimums generally.* Except when necessary for taking off or landing, no person shall operate an aircraft in accordance with IFR along any route for which the Administrator has not established a minimum in §§ 610.10 to 610.154 or 610.161, at an altitude of less than 1,000 feet above the highest obstacle within a horizontal distance of 5 miles from the center of the course intended to be flown.

[Amdt. 2, 13 F. R. 1829]

PART 625—NOTICE OF CONSTRUCTION OR ALTERATION

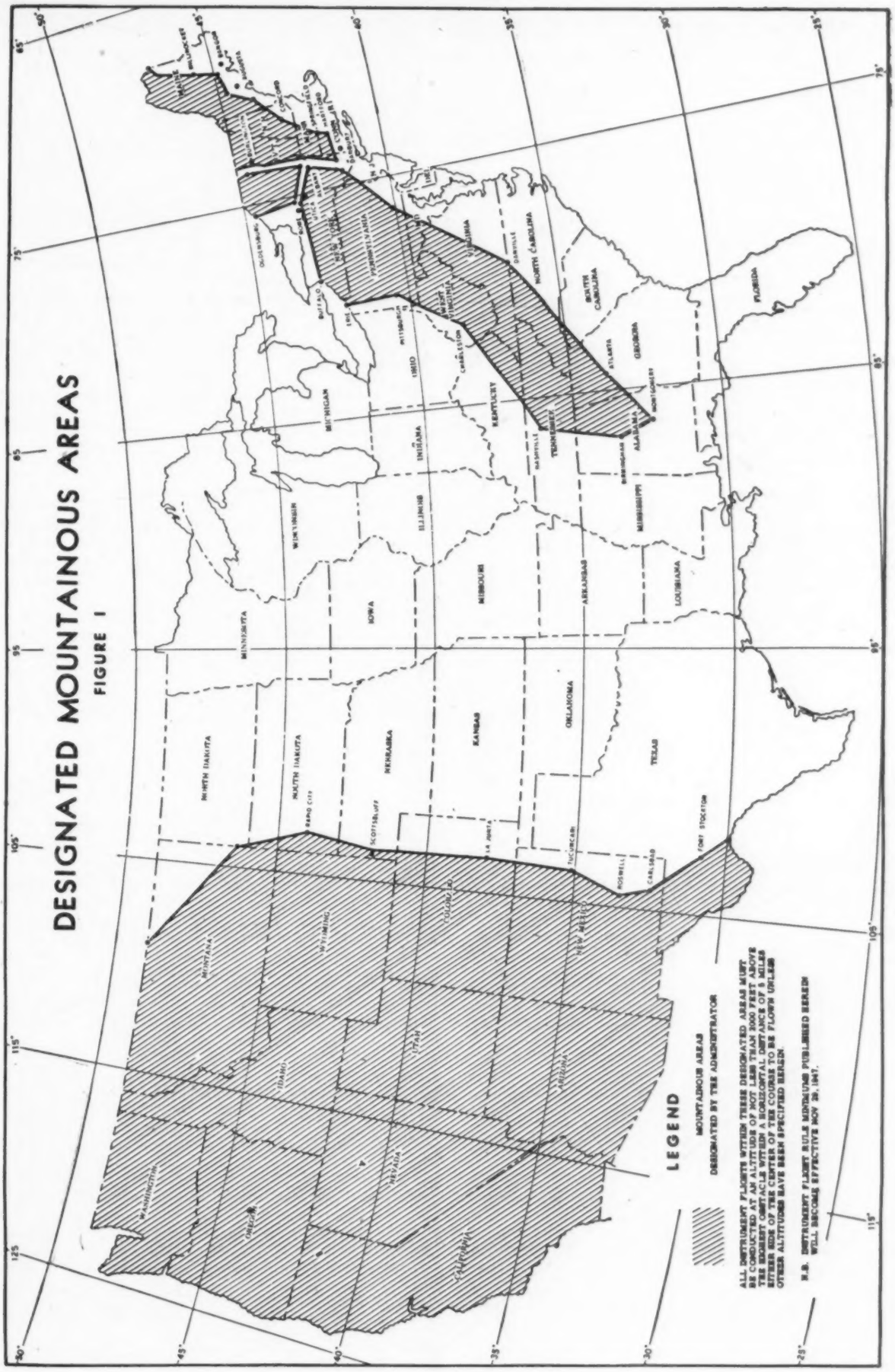
Sec.
625.1 Structures.
625.2 Landing areas.
625.3 Form of notice.
625.4 Definitions.

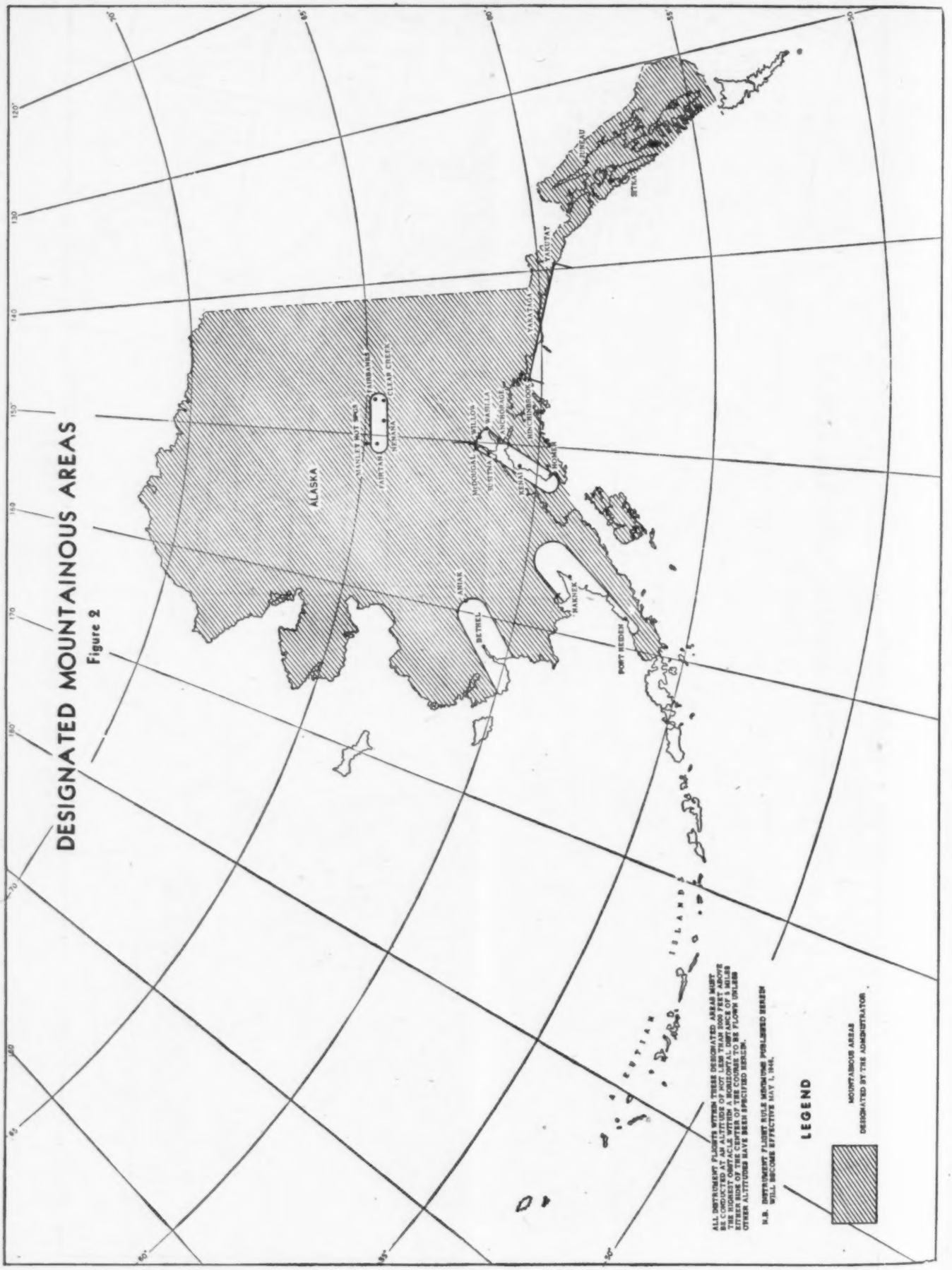
AUTHORITY: §§ 625.1 to 625.4 issued under secs. 205 (a), 308, 1101, 52 Stat. 984, 986, 1026; 49 U. S. C. 425 (a), 458, 671.

SOURCE: §§ 625.1 to 625.4 appear at 13 F. R. 3516.

§ 625.1 *Structures.* Any person engaging in the construction or alteration of the following structures, in other than congested parts of cities, towns, or settlements, shall give notice thereof to the Administrator of Civil Aeronautics:

(a) Any structure along, or within 20 miles of, a civil airway, the top or any part of which is, or may become, by reason of such construction or alteration, greater than 150 feet above ground level or above mean water level where the


DESIGNATED MOUNTAINOUS AREAS
FIGURE 1
LEGEND
MOUNTAINOUS AREAS
DESIGNATED BY THE ADMINISTRATOR
ALL INSTRUMENT FLIGHTS WITHIN THESE DESIGNATED AREAS MUST BE CONDUCTED AT AN ALTITUDE OF NOT LESS THAN 2000 FEET ABOVE THE HIGHEST OBSTACLE WITHIN FIVE STATUTE MILES OF THE COURSE ON EITHER SIDE OF THE CENTER OF THE COURSE TO BE FLOWN UNLESS OTHER ALTITUDES HAVE BEEN SPECIFIED HEREIN
N.B. INSTRUMENT FLIGHT RULE MINIMUMS PUBLISHED HEREIN WILL BECOME EFFECTIVE NOV 30, 1947.



DESIGNATED MOUNTAINOUS AREAS

Figure 2

structure is, or will be, situated in or over navigable water.

(b) Any structure within 15,000 feet of the nearest boundary of a landing area, the top or any part of which is, or may become, by reason of such construction or alteration, greater than 5 feet above ground level, or above the mean water level (where the structure is, or will be, situated in or over navigable water), for each 500 feet or fraction thereof, of the distance that such structure is, or will be, situated from the nearest boundary of a landing area.

§ 625.2 *Landing areas.* Any person engaging in the construction of a landing area any boundary of which will be within 5 miles of the nearest boundary of an existing landing area, shall give notice thereof to the Administrator of Civil Aeronautics.

§ 625.3 *Form of notice.* (a) The notice of construction or alteration shall be submitted in triplicate on Form ACA-117, "Notice of Construction or Alteration of Structures; or Construction of New Landing Areas" [1], at least 30 days, but not more than 60 days, prior to the date on which such construction or alteration is to begin: *Provided,* That in case of an emergency requiring immediate construction or alteration, such notice shall be given to the nearest representative of the Administrator in person, by telephone, telegraph, or other expeditious means, and the executed form shall be submitted within 5 days thereafter.

(b) The Administrator shall likewise be notified of any change in the date upon which the construction or alteration is to begin, or other data contained in the form of notice prescribed in paragraph (a)[2] of this section.

[1] Filed with the Division of the Federal Register as a part of the original document. Copies of this form may be obtained upon request to the Civil Aeronautics Administration, Washington 25, D. C., or to the nearest regional or district office of the Civil Aeronautics Administration.

[2] This notice may be submitted on Form ACA-117, or by letter, telephone, or telegraph to the Civil Aeronautics Administration, Washington 25, D. C., or to the nearest regional or district office of the Civil Aeronautics Administration.

§ 625.4 *Definitions.* As used in this part:

(a) "Congested parts of cities, towns or settlements" means (1) sections of those cities, towns or settlements which have a population of less than 100,000, where a structure after construction or alteration will be shielded by existing structures of a permanent and substantial character, each of which is equal to or greater than the height of the completed structure, and (2) sections of those cities which have a population of more than 100,000, where it is evident beyond all reasonable doubt that a structure will not interfere with safety in air commerce, whether or not the structure is, or will become, by reason of the construction or alteration, greater in height than that of surrounding structures of a permanent and substantial character.

(b) "Landing area" means any locality of land or water, including airports and intermediate landing fields, which is located in the United States and is used, or intended to be used, for the landing and take-off of aircraft, whether or not facilities are provided for the shelter, servicing, or repair of aircraft, or for receiving or discharging passengers or cargo: *Provided,* That this regulation shall not apply to any landing area which is not listed in the Civil Aeronautics Flight Information Manual.[3]

(c) "Boundary of a landing area" means (1) the limits of that part of a landing area maintained for the use of land aircraft in taking off or landing, or (2) the limits of that part of a landing area suitable for water aircraft in taking off or landing, which limits are defined as being 5,000 feet in all directions measured over open water from the principal ramp of the landing area or, if marked in accordance with standard practice, the limits so marked.

(d) "Structure", unless otherwise stated, means any form of construction of a permanent or temporary character, including any apparatus used in the construction, alteration, or repair of any such structure.

(e) "Alteration" means any change in a completed structure which (1) increases the height of the top or any part of the structure to, or above, the height specified in § 625.1, or (2) increases or decreases the height of the top or any part of the structure which is above the height specified in § 625.1.

[3] A current list of all landing areas within the United States will be published by the Administrator in the CAA Flight Information Manual, for sale by the Superintendent of Documents, United States Government Printing Office, Washington 25, D. C. A list of the landing areas may also be obtained upon request made to the nearest regional office of the Civil Aeronautics Administration.

PART 635—REPRODUCTION AND DISSEMINATION OF CURRENT EXAMINATION MATERIALS

§ 635.1 *Prohibition against the reproduction and dissemination of current examination materials.* No person shall use, reproduce, publish, or disseminate in whole or in part, without the consent of the Administrator:

(a) Any examination questions in use by the Administration for the examination of applicants for airman or ground instructor certificates, or

(b) Any material which purports to be a key sheet of specific answers to any multiple-choice examination paper in use by the Administration for the examination of applicants for airman or ground instructor certificates.

(Secs. 205 (a), 308, 52 Stat. 984, 986; 49 U. S. C. 425 (a), 458) [8 F. R. 830, redesignated by Amdt 1, 13 F. R. 3045]

[F. R. Doc. 49-5876; Filed, July 15, 1949; 9:06 a. m.]

NOTE: The following table shows the correlation of the section numbers of amendments as published in the FEDERAL REGISTER since June 30 to the new numbering system as set forth in the reprint above:

Old section numbers	*New section numbers*	*Federal Register page*
4a.75322T	4a.749-T-1	14 F. R. 3743.
4b.1223	4b.98	14 F. R. 3743, 3915.
41.270	41.28	14 F. R. 3744.
42.70	42.70	14 F. R. 3744.
60.103-1	60.13-1	14 F. R. 3772, 3813, 3886.
61.7121	61.214	14 F. R. 3745.
292.3	292.3	14 F. R. 3915.